

USE BREEDS A HABIT !

Have you acquired one of buying your Teas and Coffees in with other articles of Domestic use? You see us and get rid of it! or phone 803.
Direct Importing Tea & Coffee Co.
Cor. Douglas and Johnson Sts., Victoria.

The Daily Colonist.

\$6 per ton
Household Coal

HALL & WALKER
100 Government St. Phone 55.

VOL. LXXXVII. NO. 63

VICTORIA, B.C., FRIDAY MARCH 7 1902

FORTY-FOURTH YEAR

SCISSORS With Sterling Silver Handles

PRETTY DESIGN
STRONGLY MADE.
GOOD STEEL.

A necessary acquisition to every
Work Basket or Manicure Set.

PERHAPS IT MAY BE

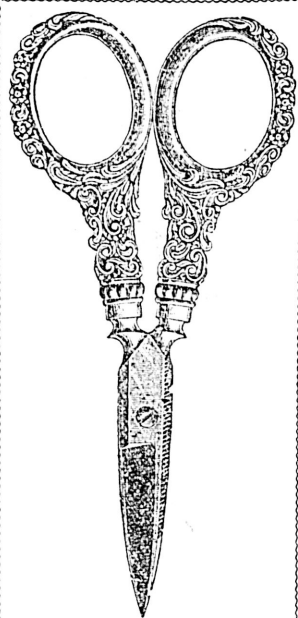


A
SILVER
THIMBLE

Emery Wheel or Needle Case.
We carry a very full line at prices
as near zero as possible.

Challoner & Mitchell

Jewelry and Opticians,
47 Government St.



20 Years Old.

R.P. Rithet & Co.

LIMITED,

Pacific Coast Agents.

Ex. Springbank

Coarse Salt, Firebricks, Fireclay, Pig and
Bar Iron

also in stock a full line of

Wilkins' Celebrated Steel Wire Ropes and Cables, Curtis & Harvey's
Sporting Gunpowder and Cartridges, Pilcher's Genuine Double Boiled
Lined Oil, White's K. B. & S., and Belgian Cement, Triangular
Box Nails, Stockholm Tar, Pig Lead, Sheet Lead and Lead Piping,
Ingot Tin, Caustic Soda, Tinplates, etc.

Robert Ward & Co., Ltd.
Victoria and Vancouver

THE ATKINS SAWS

For Sawmills, Loggers, Carpenters, etc.
Winners of the World's Record.
Unexcelled For Fast and Easy Cutting.

FOR SALE BY

The Hickman Tye Hardware Co., Ltd.
32 and 34 Yates Street, VICTORIA, B.C.
TELEPHONE 59. P. O. DRAWER 613.

J. A. Sayward Lumber Mills

THE PIONEER LUMBER MILLS OF BRITISH COLUMBIA
ESTABLISHED 1858

I have just added to my sawmill a complete sash and door plant, and
am prepared to supply all kinds of factory work, sashes, doors, mouldings,
gutter-turnings, stair-building, paneling, show-cases, mantels, office fittings and
all kinds of building material. I also have a complete box factory. Kiln-dried
lumber a specialty.

Head Office, Victoria, B.C. Branches at Nelson B.C., and White Horse, Y. T.

FIRE INSURANCE.

Agents for The Scottish Union and National
Insurance Co., Ltd. The Atlas Assurance
Co., Ltd.

HOUSES AND LOTS.
For sale in all parts of the city. House
and half lot on North Chatham street for
\$350.

MONEY TO LOAN.
On first mortgage on Victoria Improved
Real Estate.

A.W. MORE & CO., Ltd.
23 Broad St., near Colonist Office.

Mining Shares

FOR SALE.
5,500 Arctic Slope
(OMINECA)
at 14.

For quotations on all B. C. and Republic
Mining Stocks, call at our office.
A.W. MORE & CO., Ltd.
23 Broad Street, near Colonist Office.

GREEN RIVER HOT SPRINGS

WASHINGTON

Two and a half hours from Seattle and
Tacoma, on main line of N. P. railway.
Special 1-1-8 round trip fare from Victoria.
The most perfectly appointed health and
pleasure resort in the entire west. New
and modern building, steam heated, and
electric lighted throughout. Splendid nat-
ural medicinal waters; perfect baths.
Skilled attendants in every department,
offering to those suffering from rheumatism,
gout, neuralgia, disorders of the digestive,
urinary and nervous systems, or to those
in need of change and rest. A measure of
relief not elsewhere obtainable. Resident
physicians; direct use of waters and baths
without charge.
Write for circulars, etc. Rates from
\$12.50 weekly. Splendid winter resort.

J. S. KLOEBER, M. D.

Hair Clippers

For barbers and home use. Hair
Cutting Shears; Shaving Materials
at

FOX'S, 78 Govt St.

More For The Census

Hon. Sydney Fisher Wants Half
a Million More For Incom-
plete Work.

Victorians Ask For Incorporation
of Road From Kitamat to
Peace River.

Mr. Kemp of Toronto Advocates
Retaliation Against the
Germans.

Ottawa, March 6.—The total expense
to the Dominion government of the re-
ception of the Duke and Duchess of
Cornwall and York last September and
October was \$478,000. Last season
\$120,000 was voted. The supplementary
estimates for the current year brought
down today, total \$1,358,683, of which
\$358,000 is for the fiscal year.

Mr. Fisher is asking for \$450,000 more
for the census. Before he gets through,
he will have spent a million and a half
on this work, three times more than it
cost under the Conservatives.

John Irving, H. F. Bullen and F. B.
Gregory are incorporators of a proposed
railway from Kitamat Inlet to Peace
River Pass.

Sir Wilfrid Laurier told Mr. Monet
that the government has no intention
of the Imperial authorities of a
scheme of Imperial military defence in
which the colonies are to participate.

There was a warm discussion on the
question of German discrimination
against Canadian products. Mr. Kemp,
of Toronto, advocated retaliation. Sir
Wilfrid Laurier declined to produce the
correspondence, and Mr. Monet's motion
for papers was negatived on a straight
party vote of 107 to 56.

ONTARIO LEGISLATURE.
Supplementary Estimates Presented to
the House.

Toronto, March 6.—(Special).—The
supplementary estimates presented to the
legislature this afternoon call for ex-
penditures amounting to \$181,347. The
largest item is \$45,000 to cover the cost
of the referendum vote.

MARCONI COMING.
Report That He Intends to Visit British
Columbia.

Winnipeg, March 6.—It is likely that
Marconi, the inventor of wireless tele-
graphy, will be in Winnipeg before very
long. In a private letter received in
Winnipeg today from some people in
Ottawa, who entertained Marconi on his
last visit to Canada, it is stated that
the inventor remarked that on his
return to Canada he intended to visit
the Canadian west and the Pacific coast.

CANNON WOOD RESIGNS.
Trouble Over Election of Conductor
Bishop in Montreal.

Montreal, March 6.—Rev. Edmund
Wood, of the Church of St. John, the
evangelist, the most prominent high
churchman of the diocese, has resigned
as canon of Christ Church cathedral, as
a protest against the election of the
conductor of the choir, Canon Wood does
not enter an objection personally, against
Dean Carmichael, but solely against the
method of his election.

DISAPPOINTED.
Prohibitionists Not Satisfied With the
Ross Referendum.

Toronto, March 5.—Prohibitionists are
much disappointed with the latest
changes made by the Ross government
in the Referendum bill. They wanted
the vote taken on the municipal election
day. They also voted \$282,000.
In 1898 being adopted as the standard.
Railway subsidies to be granted this
season by the Ontario government ac-
cording to a statement brought down
today aggregate \$613,000.

THE POPE.
Receives Missions From a Number of
States.

Rome, March 6.—The Pope today re-
ceived a number of extraordinary mis-
sions sent to congratulate him on his
jubilee. They all brought costly gifts
and autograph letters from the heads of
the states they represented. Emperor
William sent a porcelain clock. His
Holiness, in thanking the German envoy,
referred to the friendship existing be-
tween Germany and the Vatican, and
said he congratulated himself on the
fact that the Pope had been taken
into the arms of the Emperor
William and his Catholic subjects.

THE GOLDEN WEST.
Rush of Immigrants Has Set in Early.

Winnipeg, March 6.—Winnipeg has
received for the week ending March
6, 1902, were: Clearings, \$2,804,418;
balance, \$697,436. For corresponding
week in 1901 the clearings were \$2,391,
997; and balance, \$841,738. For the
same period in 1900 the clearings were
\$1,773,911; and balance, \$282,005.
The rush of immigrants into the Cana-
dian West for the season of 1902 has
commenced. The Dominion immigration
offices are already the scene of great
bustle and activity, and the officials are
preparing for the greatest season of set-
tlers since the establishment. Nearly
500 Ontario settlers arrived today.

MESSCOTT ELEVATOR.
Company Declared to Be Insolvent and
May Be Sold.

Prescott, Ont., March 6.—The Pres-
cott Elevator company operating a large
grain elevator here, has been declared
by the courts to be insolvent, and the
Ottawa Trust & Deposit company has
been appointed to close up its affairs.
The elevator was built several years
ago, and the company had purchased
Kingston elevators for grain elevat-
ing on the St. Lawrence route, and was
capitalized at \$200,000. Representatives
of the Wolvin syndicate inspected the
elevator and fleet of eight steel barges
and tug today, in connection with his new
lake and river route from Duluth to
Quebec, to be established the coming
season.

CALGARY FIRE.

Druggist Injured in Trying to Save His
Stock.
Calgary, March 6.—(Special).—Mac-
Lean's drug store was destroyed by fire
today; loss \$8,000. An explosion of
chemicals was the cause. W. MacLean,
the proprietor, was severely burned in
attempting to save his stock.

NEW BRUNSWICK HOUSE.
Legislature Opened By Governor
Snowball.

Fredericton, March 6.—The New
Brunswick legislature opened here to-
day with the usual formalities. The
Speech from the Throne was read by
the new governor, J. B. Snowball. No-
thing of outside importance was an-
nounced.

WANT TRIAL RACES.
Argonauts Would Like Contests Pre-
liminary to Henley.

Toronto, March 6.—Capt. Barker, of
the Argonauts, is anxious to race some
United States crews before leaving for
Henley. The club has money for the
trip, but does not want to spend it, if the
crew is not good enough. For the pur-
pose of finding out, it is expected that
members of the big United States uni-
versities will be asked to enter a competi-
tion with the Argonauts.

Sinking of The Waesland

American Line Steamer Lost In
Collision In Fog Off
Holyhead.

Her Crew and Passengers Saved
And are Carried to
Liverpool.

London, March 6.—The American line
steamer Waesland, Capt. Hatfield, from
Liverpool, March 5, for Philadelphia, and
the British steamer Harmonides, Capt.
Penton, from Para, February 23, for
Liverpool, met in collision tonight off
Holyhead. The Waesland sank. Her
passengers and crew were saved.

The Harmonides rescued the passen-
gers and crew of the Waesland, and is
bringing them to Liverpool.

Tugs have been sent from Liverpool
to meet the Harmonides. The Waesland
carried 32 cabin and 82 steerage passen-
gers.

The loss of the Waesland was due to
the dense fog which enveloped the Irish
channel during the entire day, seriously
delaying all vessels.

Liverpool, March 7.—The disaster to
the Waesland only became known late
last night. The agents of the steamer
received a telegram from Capt. Hatfield,
which was handed in at Amble, a little
place near Anglesey. This telegram
briefly announced the fact of the disaster
and did not give details or explanation
how the collision occurred. Fifty-three
of the passengers and crew of the Waes-
land arrived at Liverpool on board the
Harmonides at 3 o'clock this morning.

They are received by the agents of the
American line here and were quartered
at various hotels. The collision oc-
curred in a thick fog at half-past eleven
p.m., Wednesday, when the Waesland
was about 40 miles southwest of Holy-
head. The Harmonides struck the
Waesland amidships and there was a
terrible shock. Most of the Waesland
passengers had retired for the night.
Perfect order and discipline prevailed.
The crew of the steamer rapidly turned
out the passengers and succeeded in
rescuing them that their lives were safe.

The passengers were greatly influenced
by the coolness of the crew and obeyed
instructions willingly and quickly.

The Waesland's boats were quickly got
out, and in less than half an hour the
entire ship's company had been trans-
ferred to the Harmonides.

Unfortunately, two lives were lost.
The dead are a steerage passenger
named Danzerfeld and a child named
Elsie Immott, the daughter of a cabin
passenger.

LADY OLIVE
CHOSE LORD

Wedding That Failed in London
and One That Was
Held.

London, March 6.—Two announce-
ments in the same column of the News-
papers here today are causing consid-
erable comment. One reads:
"The marriage arranged between Mr.
George Chas. Montague, M. P., and Miss
Custance, will not occur."
The second says: "Lord Alfred Doug-
las was married to Miss Olive Custance
on Tuesday at St. George's church,
Hanover Square. The marriage was
extremely quiet. Lady Edith Ross-
Wentworth, the late Marquis of Queens-
bury and sister of the Bridgeport, wit-
nessed the ceremony. The bride is the
daughter of Col. Custance, late of the
Grenadier guards."

UNLUCKY NUMBER.
Ontario Prohibition Bill Carries By
Thirteen Majority.

Toronto, Ont., March 6.—(Special).—
The second reading of the Prohibition
Bill tonight carried by a majority of 13.
Mr. Martineau, the Conservative member
for North Toronto, voted with the Re-
formers, otherwise the division was on
party lines.

SUDDEN DEATHS.
Killed on Railway—A Centurian Plo-
near Passes Away.

Barrie, Ont., March 6.—Robt. Col-
borne, 55 years of age, a British army
veteran, was killed while walking on
the railway track near here yesterday.

Berlin, Ont., March 6.—Jacob Shoe-
maker, a pioneer of Waterloo county,
died suddenly, aged 102 years, 3 months
and 9 days.

St. Jean De Chailions, Que., March
6.—Jean Baptiste Fortier, at Frontenac,
was killed yesterday by a horse running
away. He was 53 years old.

Winnipeg, March 6.—Robt. Crawford,
of the C. P. R., yards at Rat-
Portage, was struck by the East-bound
train about 8:30 tonight, and instantly
killed.

One Man Drowned

Boat Capsizes Off Read Island
and Joseph Labellous
Lost.

Reports of Many Smallpox Cases
In Seattle—Diphtheria
In Richmond.

British Columbia Shingle Mills
Burned—Constable Camp-
bell and Kauffman.

From Our Own Correspondent.

Vancouver, B. C., March 6.—Steamer
Cassiar arrived today with details of an-
other drowning accident:

Dave Whitmore, Wilber Conant, and
Jos. Labellous, attempted to cross from
Read Island to Harlot bay last Friday
afternoon. The weather was stormy,
and the boat catching in a tide rip ap-
proached. The men climbed on the over-
turned hull, but twice Labellous was
thrown from the boat and sank, and
twice he was rescued, once by Conant
and once by Whitmore. Labellous grew
rapidly weaker, and was held on the boat
by his companions, who were themselves
becoming exhausted. Forty feet from
shore they discovered the body they were
holding no longer had life in it. They let
Labellous slip into the sea, and with
superhuman effort reached shore alive.
Health Inspector Marston reports 70
or 80 cases of smallpox in the Seattle
post house, and a number at different
homes in various parts of the city. The
city medical health officer reports diph-
theria at Richmond a short distance
from Vancouver, where much milk comes
from.

There is strong objection among city
hospital doctors and nurses at the clause
in the bill before the legislature requir-
ing nurses to pass qualifying examina-
tions. Dr. Munro and Matron Miss
Clemmington, of the city hospital, left
for Victoria today to try and induce the
government to eliminate the clause ob-
jected to.

Twelve thousand dollars is the esti-
mated loss sustained by the owners of
the British Columbia Shingle Mills de-
stroyed by fire last night. The insurance
on the buildings was \$6,000, divided between the National
of Ireland and the London Mutual Insur-
ance companies. The mills were situ-
ated on False creek and adjoined the
ship-building yards of Capt. Cates.
There are a great many wooden struc-
tures in the vicinity, but owing to the
splendid efforts of the fire brigade, the
flames were confined to the mills pro-
per, even the kilns and sheds belonging
to the mills being saved.

Practical Police Officer Campbell tells
an interesting story of the arrest of the
suspect supposed to be Kauffman, at
Fort William. Officer Campbell was on
his way to Chilliwack when he noticed
a big man begging on the train with one
of the officers. He took a postcard from
his pocket that he had received from
the San Francisco police depart-
ment, and read the following: "Kauff-
man: Five feet 11; age 33; one arm in
slings; weight 250; dressed slothly; full,
clean shaven and has a mild, friendly
expression. Officer Campbell watched the man
for some time and made the following
mental observation: "He is not dressed
slothly, and his face can hardly be
said to be full, but it is clean shaven and
fat. He is 5 feet 11; he weighs 250
pounds; he has one arm in a sling; he is
between 30 and 35 years old, and his
started to beg." At this stage of Of-
ficer Campbell's mental observations the
suspect handed cards around to the pas-
sengers, and said to them, "Give any-
thing you have a mind to, to your friend."
Then Officer Campbell watched the man
make a second trip, exposing his injured
hand to Officer Campbell and the other
passengers. His wrist was withered and
blue-looking, as if a shot had passed
through it, and his fingers were stiff and
drawn up, and the tips of two fingers
seemed to be missing. Officer Campbell
again looked at his card, and found that
the final words of the official description
of Kauffman were: "His wrist is
withered, his hand deformed, particu-
larly the ends of the fingers." Officer
Campbell's next mental observation was:
"That's Kauffman." C. P. R. Policeman
McLeod was in the car, and he said to
him: "Do you allow men to beg on the
train?" Officer McLeod said he did not,
and it was very unusual sight to see
one beg on the train, but he had to go straight through
to Winnipeg, and could not take charge
of the man. Officer McLeod then asked
Officer Campbell to take the man in
charge, and Officer Campbell said he
would act on his judgment. He then
took a newspaper from his pocket and
read a telegraphic dispatch, which stated
that Kauffman was arrested in Mont-
ana. Officer Campbell did not arrest
the suspect, but next day he learned that
Kauffman had not been arrested, and
wished to know the whereabouts of the
man to look out for the suspect, and also
wired Officer McLeod at Winnipeg to
watch for him coming back and arrest
him. Thus the wire from Fort William
to Officer McLeod, which read: "Man
arrested; suspect is Kauffman." Of-
ficer Campbell wired San Francisco to send
description to Fort William, and today
got a reply that description had been
sent. If the suspect is Kauffman and
the man has been run down through Of-
ficer Campbell's efforts, he should cer-
tainly receive every station along the
ward and credit of running the criminal
to earth; for he would certainly have
arrested the suspect on suspicion but for
the misleading newspaper item.

R. AND G. F. ROAD.

Track Laying Has Reached Pelham
Flat.

Grand Forks, B. C., March 6.—The
track-laying gang on the Republic &
Grand Forks railway have reached Pel-
ham Flat, a point 16 miles from Repu-
blic.

In a hockey match at Phoenix last
night between the Grand Forks juniors
and Phoenix juniors, the former won by
a score of 9 to 0.

VICTORIA TREES.

Paper By Sir Henri Joly Read Before
Forestry Association.

Ottawa, March 7.—The annual meet-
ing of the Canadian Forestry associa-
tion opened in the Parliament buildings
this morning. The report of the direc-
tors showed gratifying interest in the
work of tree culture and preservation
of forest wealth. A paper was read
from Sir Henri Joly de Lotbiniere on
forest trees grown at Victoria from seed
imported from the East.

CASH TALKS

Our currency is sound and honest. Why
shouldn't it talk? You can't find a better
audience for your money than we can give
you, for we appreciate your wants, value
your trade and make prices that cannot
be equaled.

ROSS LAUNDRY SOAP, bar 5c.
The largest and best bar of soap in the
market.

VALLEY VIOLET TOILET SOAP, box 10c.
Is the best value we have ever offered.

PIREXIN PILLS, lb. 5c.
A few left at this price.

NAVIL ORANGES, dozen 25c.
Large, sweet and juicy.

DIXIE OXYLON TEA, lb. 35c.
A value that proves itself.

Dixie H. Ross & Co.,
WHERE CASH TALKS.

WARNED !

WHY LAWYER—
Q.—How many times a day do you lift
the typewriter carriage to see what you
are doing?
A.—I don't know.
Q.—Have you any idea?
A.—Five times!
Q.—No, more than that.
Q.—100 times?
A.—More than that, I think.
Q.—Two hundred times?
A.—About that I should think.
Q.—How much does the carriage weigh?
A.—I don't know.
Q.—At least that.
Q.—And you say you lift it about 200
times every day?
A.—Yes.
Q.—Then that would average for \$50
working days about \$0.005 pounds! 18 tons.
Think of it!
A.—(A long sigh) I suppose so.
Q.—Why don't you get an Underwood
Typewriter with Visible writing, no car-
riage to lift, no swinging the platen, work
in full light? All evident advantages over
the old way, as you can see.

The Hinton Electric Company, Limited,
Agents for British Columbia. VICTORIA, B. C.

WALL PAPER SALE.

To clear out all last year's papers we offer 25 per
cent. discount until end of this month.
Papers hung at lowest rates.

J. W. MELLOR 76-78 FORT STREET,
VICTORIA, B.C.

BULLOCK, LADE &
CO'S
"V.O.V."
VERY OLD VATTED
Scotch Whisky

For sale by all leading grocers and
wine merchants.

H. M. NODEK
NO. 12 STORE STREET.
Dealer in all kinds of Poultry and Supplies.
Agent for the Prairie State Incubator, the
best and most perfect machine in the
market and the cheapest machine to run.
Come and see them if you intend buying
an incubator or brooder. Just received—
supply of sea-bands for poultry.

OUR ISLAND GROWN
EARLY ROSE
Seed Potatoes have been selected by
a seedsmen. Don't buy a potato that
will rot in the ground.
SYLVESTER PEEB CO.,
City Market.

Waesland Sinks in Fog

**Collides With Harmonides—
Two Passengers Lose
Their Lives.**

**Disaster Caused by Dense Fog.
The Harmonides Badly
Injured.**

London, March 6.—The American line steamer *Waesland*, Capt. Hatfield, from Liverpool, March 5, for Philadelphia, and the British steamer *Harmonides*, Capt. Panton, from Para, February 23, for Liverpool, met in collision tonight off Holyhead. The *Waesland* sank. Her passengers and crew were saved.

The *Harmonides* rescued the passengers and crew of the *Waesland*, and is bringing them to Liverpool.

Tugs have been sent from Liverpool to meet the *Harmonides*. The *Waesland* carried 32 cabin and 82 steerage passengers.

The loss of the *Waesland* was due to the dense fog which enveloped the Irish channel during the entire day, seriously delaying all vessels.

Liverpool, March 7.—The disaster to the *Waesland* only became known late last night. The agents of the steamer received a telegram from Capt. Apfeld, which was handed in at Anlwich, a little place near Anglesey. This telegram briefly announced the fact of the disaster and did not give details or explanation how the collision occurred. Fifty-three of the passengers and crew of the *Waesland* arrived at Liverpool on board the *Harmonides* at 3 o'clock this morning. They were received by the agents of the American line here and were quartered at various hotels. The collision occurred in a thick fog at half-past eleven p.m., Wednesday, when the *Waesland* was about 40 miles southwest of Holyhead. The *Harmonides* struck the *Waesland* amidships and there was a terrible shock. Most of the *Waesland* passengers had retired for the night. Perfect order and discipline prevailed. The crew of the *Waesland* rapidly turned out the passengers and succeeded in assuring them that their lives were safe. The passengers were greatly influenced by the coolness of the crew and obeyed instructions willingly and quickly.

The *Waesland* had been quickly got out, and in less than half an hour the entire ship's company had been transferred to the *Harmonides*.

Unfortunately, two lives were lost. The dead are a steerage passenger named Danglefield and a child named Elsie Emmott, the daughter of a cabin passenger.

HERMONIDES INJURED.

Liverpool, March 7.—The British steamer *Harmonides* from Brazilian ports, which was in a collision with, and sank the steamer *Waesland*, on Wednesday night, about forty miles southeast of Holyhead, and which was towed to this port early this morning, has a great hole in her bows. One of the rescued passengers of the *Waesland*, who was on board of the *Waesland*, said the *Waesland* was run into amidships in a fog, at midnight, and sank half an hour afterwards, the boilers bursting as she went down.

TWO LIVES LOST.

The report that only two of the passengers of the *Waesland*, a man and a child, lost their lives, appears to be confirmed. In addition, one woman was injured. Some of the *Waesland*'s boats were in the water a couple of hours before, owing to the fog, they could not alongside the *Harmonides*. When the *Harmonides* arrived here her decks were crowded with half-dazed passengers of the *Waesland*, whose pale and haggard faces told the story of their trying experiences. So hurried was the departure of the passengers from the sinking ship that some of them were only covered with blankets, and handkerchiefs were their only headgear.

STORY OF THE ACCIDENT.

When the disaster occurred on Wednesday night the two vessels were steaming slowly off the coast of the island of Anglesey. The *Harmonides* struck head on into the sides of the *Waesland*, and backed away, but once again struck the then sinking ship, making a great gap in her side. The sea was perfectly smooth but the denseness of the fog added to the terror of the passengers of the *Waesland*. The women rushed on deck screaming, but were soon reassured by the officers. The boats were quickly lowered but while they were being lowered the end of one of the life boats slipped from its davit and precipitated its occupants into the sea. A steerage passenger, Edward Danglefield, of Kansas, struck his head against the boat's fittings and was instantly killed, and Elsie Emmott, a five-year-old, the daughter of the Rev. A. Emmott, was drowned. The other persons who had been in the boat were picked up. The behavior of the passengers, many of whom were Scandinavian emigrants, was exemplary. Precedence was given to the women and children.

DISAPPOINTED.

Prohibitionists Not Satisfied With the Ross Referendum.

Toronto, March 5.—Prohibitionists are much disappointed with the latest changes made by the Ross government in the Referendum bill. They wanted the vote taken on the municipal election day. They also object to the vote taken in 1898 being adopted as the standard. Railway subsidies to be granted this season by the Ontario government. His Excellency, a statement brought down today aggregate \$613,000.

THE POPE.

Receives Missions From a Number of States.

Rome, March 6.—The Pope today received a number of extraordinary missions sent to congratulate him on his jubilee. They all brought costly gifts and autograph letters from the heads of the states they represented. Emperor William sent a porcelaine clock. His Excellency, in thanking the German envoy, referred to the friendship existing between Germany and the Vatican, and said he congratulated himself on the good relations existing between Emperor William and his Catholic subjects.

CHOLERA AT MEDINA.

Constantinople, March 7.—Cholera has broken out among the pilgrims at Medina. One hundred and ten deaths from the disease have occurred.

Diphtheria and Smallpox

**Eight Cases of Smallpox
Reported in Seattle
Pest House.**

**Fire in British Columbia Shingle
Mills—Is Port Arthur Suspect
Kauffman?**

Vancouver, B. C., March 6.—Steamer *Cassiar* arrived today with details of another drowning accident:

Dave Whitmer, Wilber Connant, and Jos. Labellous, attempted to cross from Read island to Harlot bay last Friday afternoon. The weather was stormy, and the boat catching in a tide rip capsized. The men climbed on the overturned hull, but twice Labellous was thrown from the boat and sank, and twice he was rescued, once by Connant and once by Whitmer. Labellous grew rapidly weaker, and was held on the boat by his companions, who were themselves becoming exhausted. Forty feet from shore they discovered the body they were

took a newspaper from his pocket and read a telegraphic despatch, which stated that Kauffman was arrested in Montana. Officer Campbell did not arrest the suspect, but next day he learned that Kauffman had not been arrested, and wired to every station agent along the line to look out for the suspect, and also wired Officer McLeod at Winnipeg to watch for him coming back and arrest him. Thus the wire from Fort William to Officer McLeod, which read: "Man arrested; suspect is Kauffman." Officer Campbell wired San Francisco to send description to Port William, and today got a reply that description had been sent. If the suspect is Kauffman and the man has been run down through Officer Campbell's efforts, he should certainly come in for a share of the reward and credit of running the criminal to earth, for he would certainly have arrested the suspect on suspicion but for the misleading newspaper item.

VICTORIA TREES.

Paper By Sir Henri Joly Read Before Forestry Association.

Ottawa, March 5.—The annual meeting of the Canadian Forestry association opened in the Parliament building this morning. The report of the directors showed gratifying interest in the work of tree culture and preservation of forest wealth. A paper was read from Sir Henri Joly de Lotbiniere on forest trees grown at Victoria from seed imported from the East.

CALGARY FIRE.

Calgary, March 6.—(Special.)—MacLean's drug store was destroyed by fire today; loss \$8,000. An explosion of chemicals was the cause. W. MacLean, the proprietor, was severely burned in attempting to save his stock.

Cost of the Census

**It Will Cost Over a Million
and a Half to Number
the People.**

**Expenses of Royal Visit Total Up
to \$478,000—New
Railway.**

Ottawa, March 6.—The total expense to the Dominion government of the reception of the Duke and Duchess of Cornwall and York last September and October was \$478,000. Last season \$120,000 was voted. The supplementary estimates for the current year brought down today, total \$1,358,683, of which \$58,000 is for the Ducaul tour.

Mr. Fisher is asking for \$450,000 more for the census. Before he gets through, he will have spent a million and a half on this work, three times more than it cost under the Conservatives.

John Irving, H. F. Bullen and F. B. Gregory are incorporators of a proposed railway from Kitimat inlet to Peace River Pass.

Sir Wilfrid Laurier told Mr. Mower that the government has no intention from the Imperial authorities of a scheme of Imperial military defence in which the colonies are to participate. There was a warm discussion on the question of German discrimination against Canadian products. Mr. Kemp, of Toronto, advocated retaliation. Sir Wilfrid Laurier declined to produce the correspondence, and Mr. Mower's motion for papers was negatived on a straight party vote of 107 to 50.

MARCONI COMING.

Report That He Intends to Visit British Columbia.

Winnipeg, March 6.—It is likely that Marconi, the inventor of wireless telegraphy, will be in Winnipeg before very long. In a private letter received in Winnipeg today from some people in Ottawa, who entertained Marconi on his last visit to Canada, it is stated that the inventor remarked that on his return to Canada he intended to visit the Canadian west and the Pacific coast.

ONTARIO LEGISLATURE.

Supplementary Estimates Presented to the House.

Toronto, March 6.—(Special.)—The supplementary estimates presented to the legislature this afternoon call for expenditures amounting to \$181,047. The largest item is \$45,000 to cover the cost of the referendum vote.

Denounced King Edward

**Dr. Parker Makes Violent Attack
on His Majesty From
the Pulpit.**

London, March 7.—No further news has been received here regarding the Cunard line steamer *Etruria* from New York, February 22, for Queenstown and Liverpool, which is in tow disabled, on her way to the Azores islands. The officials of the Cunard line declare there is no cause for alarm.

London, March 7.—There was a striking scene in the City temple yesterday when, during the course of his sermon, the Rev. Joseph Parker, D. D., the minister, administered a pointed rebuke to King Edward which was loudly applauded by the congregation.

"Trap Doors of Hell," Parker referred to the King's recent brewing of beer while visiting Lord Burton.

"Pray for me," said the divine, "that I may speak delicately, loyally. If the King brews beer, what can be wrong in the subject drinking it? What the King does is likely to be imitated by others. He is more than a man, and must regard all questions from a kingly standpoint. If the King goes to a Sunday concert, as he did recently, he deals a deadly blow to the Englishmen's Sunday. The King cannot attend a Non-Conformist place of worship, but he can go to a Sunday concert."

This remark called forth loud cries of "Shame."

Dr. Parker continued, "If the King, who is at the head of the church and defender of the faith, can violate the English Sunday, what can the people do but to follow in his steps? I would rather give a great sum in gold than appear to be disloyal, but I cannot be disloyal to Christ, and it better that these things be said."

DEATH OF JAMES DICK.

London, March 7.—James Dick, the largest English importer of gutta percha and manufacturer of submarine cables, died today at his home in Glasgow.

THE GOLDEN WEST.

Rush of Immigrants Has Set in Early.

Winnipeg, March 6.—Winnipeg clearing house returns for the week ending March 6, 1902, were: Clearings, \$2,804,418; balance, \$697,436. For corresponding week in 1901 the clearings were \$2,391,097; and balance, \$841,738. For the same period in 1900 the clearings were \$1,773,911; and balance, \$282,065.

The rush of immigrants into the Canadian West for the season of 1902 has commenced. The Dominion immigration offices are already the scene of great bustle and activity, and the officials are preparing for the greatest season of settlements since its establishment. Nearly 500 Ontario settlers arrived today.

WANT TRIAL RACES.

Argonauts Would Like Contests Preliminary to Henley.

Toronto, March 6.—Capt. Barker, of the Argonauts, is anxious to race some United States crews before leaving for Henley. The club has money for a trip, but does not want to spend it, if the crew is not good enough. For the purpose of finding out, it is expected that crews of the big United States universities will be asked to enter a competition with the Argonauts.

NEW BRUNSWICK HOUSE.

Legislature Opened By Governor Snowball.

Fredricton, March 6.—The New Brunswick legislature opened here this afternoon with the usual formalities. The Speech from the Throne was read by the new governor, J. B. Snowball. Nothing of outside importance was announced.

FRIEND OF THE WORKINGMAN?

**How Mr. Bodwell Proposed to Import
Chinese For Railway Work In
British Columbia.**

Victoria, B. C., 19th August, 1892.

To the Hon. Attorney-General, James Bay, City:

Re Canadian Western Central Railway Company.

Sir,—We have the honor to draw your attention to two matters which are of considerable interest to us, in view of our present negotiations. It is, as you are perhaps aware, our intention to build the Island portion of the road exclusively by means of white labor; but upon the Mainland, in view of the financial aid which is being given to the road, we fear its construction cannot be successfully undertaken except upon the condition of performing the work to a large extent with Chinese labor.

Under the present Dominion regulations upon the subject, the number of Chinamen which can be imported into the country is limited. It is our intention as soon as our arrangements are completed, to begin the work and push it through with all possible speed; and in that connection we should, if Chinese labor is employed, place upon the ground, as rapidly as possible, a large force of workmen. Under the present system it would be impossible for us to import them in sufficient numbers within the time which will accord with our other plans.

It appears to us that an arrangement might be effected with the Dominion government, by means of which the embargo might be raised for a limited time. This would enable us to bring upon the spot within a short time all the Chinamen which we wish to employ, and then the now existing state of the law, if thought advisable, could be reverted to.

We are willing, in that event, to enter into a contract with the government to keep all these workmen under our own control during the whole period of the construction of the road, and afterwards to arrange for their return to their native land. We apprehend there will be no difficulty on our part in carrying out such an arrangement. These men will be employed on the Mainland section only, and from the character of the country there is little prospect that any number of them will succeed in evading the regulations which we will make for keeping them in hand.

We have etc,
(Signed),
BODWELL & IRVING,
Solicitors for the Canada Western Central Railway Co.

Col. Prior's Supporters

**Statement That Business Men
Are Not Supporting Him
Refuted.**

Certain opposition orators are asserting that the business men of Victoria are not supporting Colonel Prior.

Here is a partial list of signatures to Col. Prior's nomination papers:

David Hart
Harold R. Robertson
Thomas Gough
Henry Rivers
Gustave Fongt
E. J. Ruxton
Francis Berry
E. B. Jones
G. W. Charlton
W. Luney
Collin Cameron
Thomas C. Hubbard
A. Lewis
C. Abel
M. J. Appleby
W. H. Brown
R. Morrison
W. Hassard
J. Griffith
George Pim
William Greasley
J. H. Mansel
J. H. Fongt
R. B. Temple
Howard Cameron
W. J. Allerton
E. A. Robertson
T. J. Gray
A. R. Sheik
W. H. Fongt
D. R. Ker
Thomas I. Worthington
J. Crawford
D. Bantlett
C. A. Holderness
John Ley
Philip Hickley
George S. Russell
A. Heathorn
F. R. Allatt
W. H. Wade
W. Bavin
James J. Mulcahy
Richard Allan
T. E. Cotton
William T. Hardaker
G. W. Rowbottom
F. W. Stubbs
James Ferguson
H. A. Wilson
H. G. Walker
W. J. Gooch
C. R. Lohr
R. Robinson
C. H. Revell
H. H. Macdonald
William Pratt
Edwin T. Ward
W. J. Windle
W. H. Smith
Fred White
Thomas Bruey
C. H. Erskine
R. W. Roper
J. H. Matthews
F. W. Stubbs
George R. Lawrence
A. E. Ford
J. R. Ashby
W. J. Gooch
B. C. Meiss.

Heaven! How they would yell with laughter at Ottawa, after failing over all the expense and trouble of a Royal Chinese Commission to oblige British Columbia, to see the intelligent voters return a Chinese-Bodwell government to power!

Germany's Big Scheme

**Wants to Establish Strong
Naval Station in the
Caribbean.**

**Assures United States That It Is
Intended Only for
Protection.**

New York, March 7.—A special cablegram to the Herald from Berlin says:

"I am informed from a trustworthy source that the ultimate object of Prince Henry's visit to Washington is to bring about an agreement by which Germany will be permitted to maintain a large fleet in Caribbean waters, to serve for the protection of German settlers and property rights imperilled by the frequent revolutions in South American republics. In official correspondence the fleet of German warships assembled at La Guayra is styled as the 'American station.'"

"Capt. Stieglitz of the *Vineta* has received the title of commodore, and will be in command of the South American fleet, henceforth flying his own ensign. Although the fleet sent to Venezuela for the enforcement of the rights guaranteed to German capital and citizens already consists of five vessels, it is intended to steadily increase this number. The difficult issue is the acquisition of a repair dock and coaling station. Hope is entertained here that no objection will be made to the maintenance of the fleet on the West Indian Indies, because it is intended to be entirely for defensive purposes and not to acquire territory."

"It is claimed that representations made by Prince Henry and Dr. Von Holleben, the German ambassador at Washington, have convinced the officials in Washington that no covert designs are entertained, and that protection only is desired, especially because the Berlin government now undertakes the task of directing the German migration movement to South America. Therefore the work had been postponed until the Hauswelt League and Colonial Societies Bureau, at the home office of which Count Von Buelow is ex-officio presiding officer. It is mainly intended to induce German immigrants to settle in German colonies, or if they cannot be induced to do so, to settle in South America, where home ties are still preserved. The director of the bureau was for many years consul-general in South America, and was specially chosen for this task."

"I am also informed that the German financial aid for the construction of the Venezuelan railway, which is the subject of pending negotiations between Germany and President Castro's government, are anxious to dispose of their property to American investors. These financials are represented in New York by Knud, Lohd & Co. The claim is made that Germany is not in a position to offer adequate protection to German capital and investments in South America, and that the Great Northern Venezuelan railway might fare better in the hands of United States capitalists."

R. AND G. F. ROAD.

Track Laying Has Reached Pelham Flat.

Grand Forks, B. C., March 6.—The track-laying gang, consisting of Republic & Grand Forks railway have reached Pelham Flat, a point 16 miles from Republic.

In a hockey match at Phoenix last night between the Grand Forks juniors and Phoenix juniors, the former won by a score of 6 to 0.

NOTABLE MASONS GATHERING.

Will Meet in Lodge in King Solomon's Quarries.

Jerusalem, March 7.—The steamer *Celtic* having on board 800 American tourists destined for this city, arrived at Jaffa yesterday afternoon. One hundred Free Masons representing every grand lodge in North America will hold a masonic meeting at King Solomon's quarries under the auspices of the Royal Solomon mother lodge of Jerusalem.

CANADA'S PULP OUTPUT.

Industry Has Become a Very Important One.

The Canadian Journal of Fabrics says: "The statistical department of the Dominion government recently sent out circulars to all the pulp mills in Canada asking for a statement of the business done in the nine months ending September 30th. The mills readily complied with the request. The returns have been tabulated and they show that during the period named, the pulp mills of Canada manufactured 242,682 tons of ground or unground pulp, 61,934 tons of sulphite and 8,485 tons of soda. These had an aggregate value of \$10,000,000. The British took about 58,000 tons, of the value of \$2,000,000. The United States took about 28,000 tons, valued at \$8,000,000, and other countries 1,500 tons, valued at \$225,000. The houses market absorbed 124,000 tons, or some of that amount was held in stock."

BIG STRIKE POSSIBLE.

Great Lake Stevedores May Try to Strike.

Chicago, March 7.—Upon the subject of a strike of stevedores now being a possibility, the *Chicago Tribune* comments that the stevedores of the Great Lakes may be organized into a union which may result in a strike. The stevedores of the Great Lakes are now members of the Licensed Truck Men's protective Association, composed of the captains and crews of the tug boats and of twenty-eight harbors along the lakes. The difficulty is over an alleged attempt of an auto that it brought back the pleasantest of remembrances.—Boston Transcript.

TOMMY IS READY.

Will Fight J. O'Brien for Middleweight Championship.

Kansas City, March 7.—Tommy Ryan last night closed a fortnight's tour to meet Jack O'Brien, the middle weight champion of England, before the Southern Athletic Club, or any other club that may be mutually agreed upon for the middle-weight championship of the world. Ryan stated that he would accommodate O'Brien with any kind of a side bet from \$250 to \$5,000.

Stevens-Hadley fell down stairs the other day and followed it by falling over a wheelbarrow at the bottom of the flight. Yardley-Graciously! What an experience! Stevens—Yes, Hadley says it was so like a ride in an auto that it brought back the pleasantest of remembrances.—Boston Transcript.

The New Era

FRIDAY, MARCH 7, 1902.

Timely Topics

One of the opposition speakers called Mr. Bodwell the "Modern Moses." Well, come to think of it, Moses didn't do Egypt much good.

The mendacious Bodwellite organ says that the government "has been keeping the wires hot between Victoria and the East with suggested amendments." The Times is something on a different note. It is a rather beating of its own record. Will our contemporary be good enough to produce one of these wire-heating documents?

Our contemporary last night was in a terrible state of mind. The Chinese-Bodwell exposure drove it to the verge of desperation, and it sat down in a great hurry to whitewash its spot. In an agonized squall of a column in length it sheds scalding tears over what it calls "reprehensible tactics." The only meaning the patient peruser can make out of the scroed is the street boy's reply to a charge he cannot deny. "You're an idiot." So the Times, having conducted its share of this fight throughout with vulgar and a reckless slinging of mud unequalled in the annals of provincial politics, you and your gang of charter-chasing chuckle-heads are at one fell swoop deprived of the last few rays of respectability, and left shivering in the cold March wind. It is no wonder you squeal. Even your colossal nerve could hardly have been expected to stand the shock.

Now, as to the government's share in what you call this "improper" exposure. Dear contemporary, the government had nothing whatever to do with it. The incriminating document which destroys for good Mr. Bodwell's chances of election was discovered by a private citizen with a taste for archeological research. He did not have far to look—to the printed records of British Columbia's public business.

The Times says: "As a man of honor Col. Prior should immediately withdraw from the contest." As the Times has been assuring its readers, not merely for the past week, but for a good many years past, that Col. Prior is not by any manner of means a man of honor, it appears to be some slight inconsistency here. And moreover, since when has the Times, of all journals in Canada, possessed even by hearsay any knowledge of the course a man of honor should follow under any conceivable circumstance?

As a last gasp the Times howls that the whole affair is a "gross and malicious exposure." It is in keeping with the general course of a most unscrupulous and desperate gang of political freebooters. This estimate of His Majesty's loyal legal opposition on the part of their chief organ is wholly unexpected, and most praiseworthy in sentiment, and truth, though we may deplore the violent language in which it is couched.

Bodwell's Morning Tear-Drop sobs out that Mr. Bodwell wrote his now famous—or infamous—letter, asking for the removal of the anti-Chinese laws, in the defence and request of Col. Prior. The opposition organ should be more careful. When that interesting letter of Mr. Bodwell's was written, Col. Prior had nothing to do with the control of a Chicago syndicate. Mr. Bodwell admits that in his previous letters.

What, then, is the natural inference proved by this disproving of the Times' lie? Why, to make the matter even worse for the opposition's luckless pet. A corporation lawyer, he is showing the interest of an American corporation against British and Canadian law, in a desperate and disgraceful attempt to overthrow the latter. It simply means that American lawyers, unable to get round the Chinese Exclusion Act in their own country, think they see a happy hunting ground in Canada, and hire unscrupulous and unpatriotic Canadian lawyers to sell themselves for Yankee gold, to betray their kinsfolk, and to bulldoze the unsuspecting public into breaking down the defences which wise legislation has erected to round the sacred interests of labor on British soil. Or else the man who is now seeking the suffrages of Victoria! What a representative! What a record! Really, friend Times, having done your pet such this much harm that you have caused his exposure to be brought in more glaring detail than it would otherwise have been, you had better keep your face closed in future. Every time you open it you insert your feet into the gash.

Mr. Bodwell's meeting last night was an enormous one. And so, in an orderly one, practically without an interruption. At least half of those in the theatre were Prior supporters, yet they sat there patiently for four mortal hours and heard their leader traduced and attested a word. No excited Priorite did the now famous "Tallow and Garden Schottische" on the floor, or yelled out "Liar!" and "Bodwell!" Quietly and courteously they listened to the frothy story and flagrant misstatements of the opposition leaders, smiling quietly at some more than ordinary clumsy effort or some ludicrous self-conviction as this or that heated lawyer would pour out the vitals of his wrath on some "dastardly piece of legislation which he himself had helped to vote through last session. But they offered no contradiction, no interruption, and throughout the evening the magnificent torrent of opposition special pleading was suffered to flow in peace.

Why this startling contrast to the ruffies who have done their best in the opposition's behalf to break up the government meetings? The answer is very simple. The men supporting the government are strong believers in British fair-play and the right of every citizen to free speech. They realize the folly and cowardice of howling a man down because you are afraid of what he is going to say. The opposition's remarks were not pleasant to listen to—no man with blood in his veins likes to sit and hear his leaders and himself told lies about, without retaliating—but Col. Prior's suppliance knew that the opposition, by their freedom as well as themselves, were entitled to the British right of free speech and a courteous hearing. Because Mr. Bodwell and his friends had hired the hoodlum element of Victoria, from corner lotter, to howl down, interrupt and heckle Col. Prior and his friends, that was no reason in the eyes of the latter gentlemen for following the evil example. They know that two wrongs never make a right. Col. Prior knew before a Victoria audience that he could safely leave himself in their hands, with the assurance that the record of an honorable public career and an industrious life will weigh more with the electors on Monday than the rowdy howlers of a unscrupulous opposition, bound hand and foot to Chinese and Yankee interests.

It is not too early to warn the electors to beware of electioneering canards. The unscrupulous opposition are sure to have ready for circulation between now and election day, all manners of absurd stories published with absolutely no foundation, as false as they are specious, and intended only to deceive the electorate and catch the votes of the unwary. They are growing desperate as election day approaches and will resort to any kind of house-pecus to deceive. Look out for them and don't be misled.

PEOPLE OF VICTORIA! THE PROSPERITY OF THE CITY DEPENDS UPON YOUR VOTE. YOUR DESTINY IS IN YOUR HANDS. IF YOU DESIRE TO BE PROSPEROUS VOTE FOR PRIOR.

Judging from the way poor Smith Curtis howled at the meeting last night about the statements of the New Era, some of our remarks must have hit the champion of labor and Chinese corporation lawyers pretty hard.

Coming out of the theatre last night, after the meeting, a great many very flattering comments were heard on the non-interruption policy of Col. Prior, as compared with the cowardly and obstructive campaign tactics of Mr. Bodwell. Comparisons were made by no means flattering to the latter and his friends. The ladies, in particular, expressed their gratification at having been able to enjoy the speeches without having their ears offended and their delicacy outraged by the violent language of the peculiar brand of "public opinion" which Mr. Bodwell's masterly campaign system keeps on tap on the floor of each meeting to assail government speakers.

The Bodwell Morning Tear-Drop says "the Canadian Northern may throw the whole thing up (meaning the contract) any time before June, 1903, and not forfeit a single dollar." This is interesting. Will our contemporary be kind enough to point out where this strange idea is embodied in the contract? It is such a remarkably likely thing for a big railway to do. We await enlightenment with undisguised anxiety.

History repeats itself. The course of the opposition in regard to the Canadian Northern is strongly reminiscent of the amusing tactics and astoundingly ignorant speeches of some people at Ottawa about twenty years ago, when the Canadian Pacific was being built through to the West. Time has proved the falsity of their objections and the world now recalls them only with a gentle, tolerant smile at their timidity and ignorance. Of the same class is the opposition.

THE PEOPLE'S FORUM.

Mr. Bodwell denied at the theatre last night that he had ever said that it was impossible to construct a railway over the Hope mountains. We all remember a meeting that was held in the Victoria Hall about the middle of March, 1900, to allow Mr. Bodwell and others, by easy stages, to rebuttle the charges made by the Turner party. At that time Mr. Bodwell was prepared to move the mountains if necessary in order to defeat Joseph Martin by fair means. If possible, but not by highways. In Mr. Bodwell's opinion no idea of Joseph Martin was so necessary to relegate to oblivion as government ownership of railways. To further his ends, Mr. Bodwell at an aforementioned gathering, in the course of an address asserted "that a railway over the Hope mountains was impracticable, that no engineer could be found who would say that a feasible pass existed over the Hope mountains; that the man who would advocate such a scheme should be sent to jail."

When summoned by a well-known contractor in an audience which numbered about 100, it was impossible to construct a railway over the Hope mountains. We all remember a meeting that was held in the Victoria Hall about the middle of March, 1900, to allow Mr. Bodwell and others, by easy stages, to rebuttle the charges made by the Turner party. At that time Mr. Bodwell was prepared to move the mountains if necessary in order to defeat Joseph Martin by fair means. If possible, but not by highways. In Mr. Bodwell's opinion no idea of Joseph Martin was so necessary to relegate to oblivion as government ownership of railways. To further his ends, Mr. Bodwell at an aforementioned gathering, in the course of an address asserted "that a railway over the Hope mountains was impracticable, that no engineer could be found who would say that a feasible pass existed over the Hope mountains; that the man who would advocate such a scheme should be sent to jail."

One of the speakers at the Lawyer's party in A. O. C. W. Hall on Tuesday night made much of the assertion that E. A. Smith, of East Kootenay said that he had followed Joseph Martin as long as he could find him. If your readers will recall Mr. Bodwell's political career during the past eight years, keeping in mind that he (Mr. Bodwell) has in those years been supported by the Turner government in 1898, the Smith administration in 1900 that he (Mr. Bodwell) elected the present government, and in 1901 he led him at loggerheads with every government but himself, a few moments' consideration should lead to the conclusion that he is not a man of great depth in mind. The V. & E. episode as portrayed above that the ancient blake (if alive today) who scouted around with a lantern looking for the lost man, would not be able to find Mr. Bodwell with a March 6th, 1902.

WORKINGMAN.
VICTORIA WEST, MARCH 6th, 1902.

SENATOR TEMPLEMAN'S DISPATCH.

Sir, I do not like to fight a man behind his back, but when a telegram like the one in the Times of March 5th, over the signature of the Hon. W. Templeman is published, the public certainly have the right to discuss it, the cause and the effect. I do not believe it to be a telegram sent by the Hon. W. Templeman. I believe that it was manufactured nearer home than Ottawa. Part of it might be true. Mr. Prior is not in the inner councils of the cabinet at Ottawa, but Mr. Bodwell is. Mr. Templeman absorbed so much knowledge since he became a Cabinet minister that he knows everything that has taken place in the past. I think not. If he absorbed knowledge in that style, I should judge that he must be soaked up to quite a distance this time, but he has not had from other sources than from being a Cabinet minister. Mackenzie & Mann know what they are doing. They know what they are undertaking. I believe Mr. Templeman at one time was in the British Pacific and he then tried hard to "sell" the project of Victoria, or home, and with what success to himself and to us we have learned by sad experience. The ever-ready idea that a new-fangled cabinet minister should so far forget himself as to try to do his own city such irreparable injury as will be done to Victoria if the people of Victoria vote against this scheme by defeating the election of Colonel Prior, Mackenzie & Mann have never heard of. One that we do not want them. It will mean that we do not want the railroad. And if we do not want them, they can do without us. And if they give us the railway once we will never have such another opportunity. This is our opportunity, and if we do not accept it, we shall be eternally and deservedly will be the laughing stock of the whole Dominion.

Defeat this scheme and what would the Hon. W. Templeman's chances be for an election in this city if he accepts a portfolio with the House of Commons in Ottawa. Why he could no more be elected here than fly to the moon. And I do not believe that he would thus jeopardize his own chances by sending such a telegram.

We have heard many hints of mysterious telegrams. No doubt Mr. Bodwell feels some over not getting the subsidies he has been eagerly looking for and smacking at, and his friends have been busy with libellous of themselves this week that every reasonable and fair-minded man will come to the conclusion that they will do anything, no matter what the injury may be, so long as they can give vent to their spleen. It seems to me that many of them can see no farther than the length of the facial adornment called nose and they are about to cut off to spite the face. It might perhaps be better, some of them. Perhaps some are obstructive to the cause, and had better be cut off, but they will get enough cutting by and by if they do not cut themselves off. There is no enterpriser in men of the stamp that would raise a voice against such an undertaking; that would in any manner hinder the progress and development of the country. Mr. Bodwell stuffed you with chaff before, and you porters know that the opposition, by their freedom as well as themselves, were entitled to the British right of free speech and a courteous hearing. Because Mr. Bodwell and his friends had hired the hoodlum element of Victoria, from corner lotter, to howl down, interrupt and heckle Col. Prior and his friends, that was no reason in the eyes of the latter gentlemen for following the evil example. They know that two wrongs never make a right. Col. Prior knew before a Victoria audience that he could safely leave himself in their hands, with the assurance that the record of an honorable public career and an industrious life will weigh more with the electors on Monday than the rowdy howlers of a unscrupulous opposition, bound hand and foot to Chinese and Yankee interests.

A. R. SHERK.

A Rousing Meeting

Col. Prior Endorsed Heartily by the Electors of Victoria West.

Convincing Arguments by the Colonel, Messrs. Dunsmuir, Eberts and Prentice.

The meeting held in Semple's hall, Victoria West, last night, in support of the Hon. E. G. Prior, was largely attended and thoroughly enthusiastic. The late sitting of the Legislature prevented the cabinet ministers from reaching the meeting until nearly 10 o'clock, but the other speakers did not allow the time to drag. From the numbers of the electors present, and from the hearty manner in which the speakers were applauded, it may be safely assumed that Victoria West is going to vote pretty solid for the government candidate.

At the close of the meeting the following resolution, moved by Mr. J. R. McKenzie, and seconded by Mr. W. J. Stevens, was put and carried unanimously:

That those present endorse the candidature of Hon. E. G. Prior in the present election, and pledge themselves to use their influence on his behalf.

Mr. R. J. Russell was voted to the chair, and among those on the stage were the Hon. E. G. Prior, Dr. Lewis Hall, Mr. Robert Cassidy, D. R. Ker, J. R. McKenzie and W. J. Stevens. The Hon. James Dunsmuir, Hon. D. M. Eberts, and Hon. J. D. Prentice arrived later in the evening.

The chairman, in opening the meeting, said that the government had got a strong colleague in Colonel Prior, and he hoped that the electors of Victoria West would do their share towards keeping the new minister in the cabinet and the legislature. He eulogized Colonel Prior's services in the past, and reminded the audience that Colonel Prior had always taken an interest in the welfare of Victoria West.

HON. E. G. PRIOR.

The Hon. E. G. Prior, who was received with loud applause, expressed his satisfaction at the large attendance. The largest he remembered having seen in Victoria West. He deeply regretted the absence of the Premier and the Attorney-General, but the opposition were going to force a division in the House in the hope of defeating the government. However, neither the government nor he were worrying about that. He hoped that some of his colleagues might be able to come at the last moment. He then explained the grounds of his previous meeting, of the causes which had induced him to join the government and run for the vacant seat in the legislature for Victoria. He did not wish to boast about himself, but he believed that he had done his duty in the past. He believed in his human integrity, honesty, and his honor and reputation were dearer to him than ten seats in ten cabinets. (Cheers.) And he was sure no one would believe that he would endeavor to hoodlume the electors in regard to the Canadian Northern contract. (Hear, hear.) Unless people were unduly influenced against the Dunsmuir government they must feel that whatever the sins of omission or commission of that government—and he himself believed they were—the government deserved the support of the country on the grounds of the Canadian Northern contract alone. It was mainly on the strength of that contract that he appealed to the electors of Victoria, and he believed the electors would endorse his action. (Cheers.)

Mr. Greenshield, the Mont-treal lawyer, who had charge of the contract signed by Mackenzie & Mann, had wired the government that he would reach Victoria on the following day, so that the signed contract would soon be laid before the public. The government had been dragging all over the place to try and find Mr. Greenshield, who seemed to have mysteriously disappeared. Indeed he and his colleagues were beginning to wonder whether Mr. Bodwell's supporters might have seized Mr. Greenshield on the way here and put him and the contract into a safe place. (Laughter and cheers.) But the excitement of the mystery was that Mr. Greenshield had switched off at Winnipeg and taken the route via Seattle.

He had himself had several talks with Mr. Mann on the subject of the Canadian Northern, and he had offered interest with the great contractor in regard to the proposal to make Port Simpson a terminus of the line, and had pointed out the many advantages of Victoria as a terminus. Mr. Turner had also done his best to persuade the contractors to come to Victoria, and more recently Mr. Wells, Commissioner for Lands and Works, had taken up the case. When at last Mackenzie & Mann made proposals to the government, Mr. Dunsmuir had insisted on the route to Butte Inlet and not to Victoria, otherwise the government would not have given a subsidy. And so Mackenzie & Mann had changed their minds. They wanted a good city as their terminus, and Victoria was close to the terminus of the C. P. R., and those of the Great Northern and the Northern Pacific. In regard to the contract, he could only repeat that it was a good contract, and anyone who was inclined to criticize it had better wait until the following day, when the actual document signed by the contractors would be available. There had been a few alterations. If they thought the contract was a good one, they would have to vote for it, because otherwise they would simply vote against their own interests. Victoria could not compete with Vancouver unless she was made the terminus of a transcontinental railway. They would remember what the C. P. R. did for Vancouver. But it was known that the C. P. R. terminus would be there, the place was of no importance, but as soon as the terminus was decided upon people came from all over Canada and all over Britain to build up the city of Vancouver. He did not wish to make any promises that might not be fulfilled, but he could not believe that they would throw away the chance of getting the Canadian Northern into Victoria by voting for Mr. Bodwell. ("No" and cheers.)

Some people thought that the proposed subsidy for the Canadian Northern railway was too big. It was for the line from 20,000 acres of land per mile. But the Crown's Nest Pass line which lay along head pass to Butte Inlet had received \$11,000 and 20,000 acres of land per mile. They must remember that that was every 20,000 acres they proposed giving to the C. N. R., 15,000 on an average were worth very little or nothing. But which to float the stock, and people in Europe and the Old Country preferred to land to any other security. The government had stipulated that with that or mine, and those who wished to settle on any of those lands would only have to pay of government interest. He believed that the terms of the contract were the very best terms ever obtained by any government from any railway company in Canada. (Cheers.) The contract also stipulated that as soon as the Bill authorizing the government to sign the contract should have passed the House, the company's engineers must be put into the country to survey the route, and that actual construction must be commenced by the first of June next year, and commenced on the Pacific Coast. (Cheers.)

It would be impossible to find anyone in the Legislature who had the interests of British Columbia more at heart than the members of the government. It was true that a Redistribution Bill on a population basis would be introduced, but it was not true that one seat would be taken from Victoria, and it was not true—as some people asserted—that Mr. Martin had asked the government to take that seat away from the capital. (Hear, hear.) Mr. Bodwell tried to pose now as a friend of the workingman, but Mr. Bodwell's now famous letter to the government on behalf of the Canadian Central railway, in which he proposed that the Dominion law regarding the immigration of Chinese should be suspended so as to allow the company to import an army of Chinamen to construct that line showed him up in a different light. Mr. Bodwell tried to make out that he (Colonel Prior) was interested in that scheme, but that was not true. The Canada Central was a Chicago syndicate represented by Mr. Bodwell, which succeeded the British Pacific in which he (Col. Prior) had been interested for a short time. In conclusion, he reminded the audience that he had stood before them on many previous occasions, and he hoped that, if they still believed he was a fit and proper person to represent them, and if they believed that his presence in the cabinet would strengthen the government and help on the business of the country, they would help to put him at the head of the poll on Monday next. (Loud cheers.)

DR. LEWIS HALL.
Dr. Hall said that it gave him great pleasure to speak in Col. Prior's support. Col. Prior was a Conservative, and he was a Liberal, but they were today on common ground, both working for the interests of Victoria. He had heard people say that he was not a good Liberal because he supported Col. Prior. But this was not a party contest—and if it was, he did not think he was any worse than Mr. Bodwell, who had taken no part in the election of Mr. Riley, and at the last general election had spoken at Rossland in support of Governor McIntosh and against Mr. Smith Curtis. (Hear, hear, and laughter.) Now Mr. Curtis and Mr. Bodwell were very good friends. In regard to the Canadian Northern, the opposition argued that the line would come here anyway, but that the scheme had been set moving, the people would not be content to wait indefinitely for its consummation. (Hear, hear.) It was absurd for Mr. Bodwell to come out as a working man's candidate. He was a corporation lawyer, and the two positions seemed hardly tenable. One of the questions before the electorate was, whether there should be a government of business men or one of lawyers. He had not helped to put Mr. Dunsmuir in power; but now that he was there, he (Dr. Hall) would not let one of those to turn around and try to put him out, in order to put someone else in. If a man was engaged in a horse trade he would not trade one horse for another unless he thought he was going to get the best of the bargain. (Hear, hear.) And it could not be supposed that a better government than that led by Mr. Dunsmuir could be formed out of the divided opposition. He did not believe that the opposition would be able to form a government of any kind, and, anyhow, the country was not ready for another general election. The country wanted some business done and an end put to political bickerings. He believed that they would vote for Col. Prior and thereby sustain the government for Prior, progress and prosperity. (Loud cheers.)

MR. D. R. KER.
Mr. D. R. Ker said he had not expected to have to address the meeting. The reason he was taking an active part in this campaign was because he thoroughly believed that the construction of the Canadian Northern line to Victoria was the only thing that would really benefit the city permanently. He pointed out that it was a very different thing dealing with a firm like Mackenzie & Mann to dealing with the ordinary railway promoter. Mackenzie & Mann were able to carry out what they undertook, while the ordinary promoter had to hunt for capitalists. He had talked with Mr. Mann about the railway, and there was no doubt at all that the line would come to Victoria. If there had been no subsidy it was probable that the line might have gone to Port Simpson, thus straddling Victoria and Port Simpson. But the subsidy was more. But the trade here with the Orient was increasing very fast and it was now quite impossible to estimate its growth in the future. The Canadian Northern lay through a rich agricultural district on the eastern side of the Rockies, a district which was being rapidly settled by experienced farmers from the United States and elsewhere. It was ridiculous to suppose that this great railroad scheme was brought forward by Mackenzie & Mann for electioneering purposes in Victoria. When the opposition people talked about a fake contract, they must know perfectly well that they were talking nonsense. It must be remembered that the Northwest was strictly a grain-growing and grazing country, and that there was no timber to speak of there. One reason why Mackenzie & Mann were coming to Vancouver Island was because they had their eye on the immense timber resources here. He believed that experts reckoned there was five times as much timber on the Island as on the whole of the Mainland. (Cheers.)

MR. ROBERT CASSIDY.
Mr. R. Cassidy said that everyone was glad to see Col. Prior out as a candidate for the local legislature. (Cheers.) It was well known that for some time Col. Prior had refused to join the government. But Col. Prior was a business man, and when he saw the N. R. contract, he determined to assist the government to carry out that great railway scheme, which would do so much for Victoria. As he had said elsewhere, no lawyer or business man who read the contract could doubt that it was a genuine and lasting document. It was since he had been in Victoria he had looked forward to the time when the city would become the terminus of a transcontinental railway. Victoria had great natural advantages. Not only was she a beautiful city, but she was in the best place for the terminus of the world. When the British Pacific scheme had been brought forward he had been in favor of it, but he had had his doubts in regard to the probability of a transcontinental railway being built for the benefit of Victoria. But, in the case of the Canadian Northern, the railway was being constructed now, and 1,400 miles of it were already completed. It was only a question of choosing the terminus. Port Simpson was nearer the Orient than Victoria, but, on the other hand, Port Simpson was not at all a likely place for the terminus of the line. There was too much rain and snow up there, and the surrounding country was rugged and worthless for agricultural purposes. Victoria, on the other hand, was exactly the right place. Were the people of Victoria going to give up the chance of prosperity and progress offered them for the sake of electing Mr. Bodwell? ("No" and cheers.) Why should they elect Mr. Bodwell, who was simply anxious to get into the House because he had at last been blocked in the railway promotion business? (Hear, hear.) And because he had failed to win all the things he wanted out of the government for his people, Mr. Bodwell now proposed to offer himself upon the altar of patriotism and run for a seat in parliament. (Laughter.) And

(Continued From Page Three.)

PUBLIC MEETING

IN THE INTERESTS OF

COL.

E. G. PRIOR

Minister of Mines,

Will be held at

Centennial Methodist Church Hall Gorge Road

At 8 O'clock

TO-NIGHT

ADDRESSES

will be delivered by

Premier Dunsmuir,

Col. Prior,

Hon. D. M. Eberts,

And other prominent speakers.

Chair to be taken at 8 p.m.

Seats reserved for Ladies.

Every Elector should attend.

—0—

If time is money, says the Manayunk Philosopher, what's the use of spending our time in saving our money?—Philadelphia Record

0

All cases of weak or lame back, backache, rheumatism, will find relief by using one of Carter's Smart Weed and Beladonna Backache Plasters. Price 25 cents. Try them.

sign the contract should have passed the House, the company's engineers must be put into the country to survey the route and that actual construction must be commenced by the first of June next.

thousands of the superior quantities of Malt Breakfast Food. Put your stomach-irritating oatmeal, hominy, grits and cracked wheat aside for a week and try Malt Breakfast Food. All Grocers.

off home it was found that they had applied the cure and wrapped up the wrong hand. Poor infant! This proves the old saying that women were, and are ever "conterinashous."

Advertise in the Colonist

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Advertise in the Colonist

The Colonist.

WEDNESDAY, MARCH 7, 1902.

Published by
The Colonist Printing & Publishing
Company, Limited Liability
No. 27 Broad St. - - - Victoria, B. C.
PERCIVAL R. BROWN, Manager.

THE DAILY COLONIST.

Delivered by carrier at 20 cents per week
or mailed postpaid to any part of Canada
(except the city) and United States at the
following rates:

One year \$3.00
Six months 1.50

THE SEMI-WEEKLY COLONIST

One year \$1.50
Six months75
Three months40

Sent postpaid to any part of Canada or
the United States.

TERMS STRICTLY IN ADVANCE.

NOTICE TO ADVERTISERS.

ADVERTISING RATES.

Agate Measurement: 14 lines to the inch.
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PANY REPORTS—10¢ per line for 100
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\$1.00 each, including insertion in the Daily
and one of the Semi-Weekly editions.
No advertisement charged to account for
less than one dollar.

\$25.00 REWARD

Will be paid for such information as
will lead to the conviction of anyone
stealing the Colonist newspaper from
the door of a subscriber.

BODWELL'S LABOR RECORD.

At a meeting held in Victoria on the
15th day of March, 1900, Mr. E. V. Bodwell drew a vivid
picture of the distress and disaster
which had overtaken the province.
He attributed that distress and that
disaster to Mr. Martin's refusal to re-
peal the eight-hour law. Mr. Bodwell
was either right or wrong. If he was
wrong in his then views about the eight-
hour law, he should say now that he
was wrong, and has changed his opin-
ion of that law. If he was right, his
present attitude towards that law is as
politically peculiar as the motive he
then claimed inspired the conduct of his
opponent. Curiously enough, Mr. Bod-
well went to Rossland immediately
afterwards and spoke against
Mr. Smith Curtis. He never said
a word then about the distress and
disaster which had followed the eight-
hour law. Now, Mr. Smith Curtis is in
Victoria helping out Mr. Bodwell. Either
Mr. Bodwell has experienced a change
of heart, or Mr. Smith Curtis has ex-
perienced a change of coat. They might
explain which way the matter rests.

MR. BODWELL AND CHINESE IMMIGRATION.

In British Columbia we are all em-
ployers and supporters of Chinese labor.
We cannot help ourselves. We have re-
peatedly attempted to, but so far, we
have failed. That labor has come into
the country, and it supplants white la-
bor in particular classes of work. The
bigger an employer a man is, the more
Chinese labor he must support, directly
or indirectly. He must do this whether
he likes it or not. The province has for
years and years been endeavoring to
flourish the trend of Dominion and Im-
perial policy to alter this condition of
affairs. It has not been successful so
far, except in the direction of increased
restriction. Every man in British Col-
umbia is bound to a wheel of circum-
stances from which he cannot free him-
self until the economic conditions under
which he works, are altered by a force
which the province of British Colum-
bia may influence, but does not control.
That is unalterable fact. It affects us
all, from the highest to the lowest, from
the richest to the poorest. We may ap-
prove of those conditions, we may dis-
approve of them (most of us disapprove
of them), but we are bound by them,
whether we like it or not. It is childish
nonsense to argue that any individual
can break the chain within the limits of
his business, his shop, or his home. But
observe what Mr. E. V. Bodwell pro-
posed to carry out in 1892. He proposed
that the restrictions placed upon Chinese
immigration should be removed so that
a great colonization railway might be
built by Chinese labor, and by Chinese
labor alone. He proposed to break down
the effort and let in the flood. We
applied to every man who has come to
British Columbia in the wake of railway
construction to judge whether the
following description of the method
whereby a country is colonized
through railway construction is
not correct. First come the la-

Pellow-Harvey, Bryant & Gilman
DIVISIONAL ASSAYERS,
Mining Engineers and Metallurgists.
Ores Analyzed, Control Assays,
Properties examined and sampled.
Trial Shipments, Smelter Tests.
Victoria, Opposite Deland Hotel.

borer, the contractor, the subcontractor
and the engineer. They are followed
by store-keepers, saloon-keepers, notaries,
real estate men, lawyers, judges and
clergymen. Then follow prospectors
and homeseekers. But during the early
struggles of prospectors and homeseek-
ers their credit is assisted and main-
tained by the business men who have
made a little out of railway construc-
tion, and who freely sink their
own credit and their profits
against the permanent resources
of the country. If Chinese la-
bor, and Chinese labor alone, were em-
ployed, this second flight of men would
not be there. Mr. Bodwell's proposition
was nothing more nor less than to sub-
stitute a Chinese store for a white man's
store, an opium joint for a respectable
hotel, and a joss house for a church, to
deliver over the resources of Northern
British Columbia to the industrial domi-
nation of Mongolian aliens. There it
is in all its ugly nakedness. For what
purpose? To enrich a Chicago syndi-
cate represented in British Columbia by
Mr. E. V. Bodwell.

A QUESTIONABLE CONTRACT.

A perusal of the agreement proposed
to the province in connection with the
V. V. & E., shows a very cunningly de-
vised document. But with all its sub-
tlety we think a little care in reading
will show that its real object was to
hull the people into fancied security with
the idea that the company were to com-
plete the whole line, otherwise the com-
pany would not get any part of the
subsidy. Dealing with the parts of the
agreement that relate to the construc-
tion of the whole line as distinguished
from the two ends of 30 miles each, we
find that a different set of conditions
were contemplated in the agreement ac-
cording as the company built a through
line or simply the two ends, and accord-
ing to whether the Dominion did or did
not give additional aid to the railway.
When the company states "that it has
agreed with the government to begin
construction and complete 30 miles at
each end during the year 1901, and, if
Dominion assistance be given, to com-
pletely finish the railway"; it is clear
that two events were in contemplation.
The company only agreed to complete
the two ends of 30 miles each in 1901
for the provincial subsidy. This is the
whole effect of clause 1, and the "where-
as" parts of the agreement.

Then if the Dominion gave additional
aid the company would construct a
through line, and nothing more can be
inferred from clauses 2 and 3.

Now we would like to ask what is
meant in clause 6 by those words: "Un-
less the company elect to accept bonds
instead of cash, the subsidy shall not be
paid until the railway is completed." If
they do not mean clearly that if bonds
are accepted by the company something
else will happen. What? If the com-
pany accepted cash at \$4,000 per mile,
it would have to complete the whole line;
if it accepted bonds it would not have
to complete the whole line. This is
perfectly clear to anyone who looks at
the conditions at the tail end of the
contract clause 9, "that if the whole of
the said railway except the amount
thereof to be constructed within the
year 1901" (N.B.—This amount being the
two ends of 30 miles each shall not be
completed the stock should be returned
to the government. If these words, ex-
cepting the two ends of 30 miles each,
do not mean anything in the proposed
contract why were they put in at all.
If these excepting words have any
meaning they were put in for a purpose,
and that purpose was that the company
should have the bonds for the two ends
whether it built the through line or not.
This is as plain as a pikestaff to anyone
who will read the contract, but this is
not all? The company was to have the
right to elect to take either bonds or
cash. We can imagine the company pro-
moters laughing in their sleeves at the
zeal of a government so easily im-
posed upon when we look at the terms
imposed by the company, if it took bonds
instead of cash. The company was only
to accept the bonds at their ordinary
sale price, for instance, if the sale price
was 50 cents on the dollar, the com-
pany would get bonds equal to \$8,000
per mile. The difference between cash
and the sale price of bonds in cash in
the actual amount of money put in the
pockets of the promoters is a little too
fine for distinction. It would, however,
enable the company to achieve a two-
fold purpose. To get the benefit of a
rise in the price of bonds, and thereby
get more than \$4,000 per mile, and to
mislead the people into believing that
they were not to give the subsidy unless
for a through line, when in fact the
company was making itself safe for a
subsidy for the two ends. The manipu-
lation of railway promoters and rail-
ways financiers is beyond the ken of the
ordinary mind. But it does not take
much experience to realize what a tak-
ing proposition this would be to place
before intelligent people.

The questions we asked of Mr. E. V.
Bodwell are not answerable. The V. V.
& E. scheme he advocated was not
the Coast-Kootenay railway at all, but
a dodge to get \$240,000 worth of interest
bearing bonds for 60 miles of discon-
tinued road one part of which the Great
Northern for its own purposes desired
to build in any case and the other part
of which was of easy construction and
unimportant in its character.

INCORRECT.

The Times says yesterday afternoon
that the letter from Bodwell & Irving
to the Attorney-General suggesting as-
sistance for the free importation of
Chinese was a private document re-
surrected from the provincial archives
for political purposes. That is not so.
We refer the persons who make this
statement to page 683 of the Sessional
Papers of 1893, which were no doubt
presented to the Times office when pub-
lished. The Times also says that Mr.
E. V. Bodwell was working for Colonel
Prior at the time. That is entirely un-
true. When this letter was written the
Canada Western was controlled by a
Chicago syndicate. In his previous let-
ters Mr. Bodwell admits that that is so.
The Victoria promoters, headed by Mr.
R. P. Dithie, were out of it so far as
anything to do with lobbying or connec-
tion with the government was concerned.
Mr. Bodwell was strictly in it. The

matter was brought up against Mr.
Dithie in 1894 and here is his reply:
"That is simply answered! I never
saw that letter from the solicitor—Mr.
Bodwell—until after it was published.
I was not in the city when it was writ-
ten. He was acting for the parties who
had the handling of the charter, but it
was not then in my hands."

Colonel Prior was in exactly the same
position as Mr. Dithie in respect to that
letter. He had no knowledge of it, and
has no responsibility. This Chicago syn-
dicate visited British Columbia in the
persons of Messrs. Bakeman and Black-
man, Mr. Bodwell cannot repudiate his
personal connection with these gentle-
men. This Chicago syndicate was a
syndicate of straw, and became more
mythical as time went on. Its policy in
British Columbia was inspired, control-
led, and directed by Mr. E. V. Bod-
well, in his triple capacity of railway
promoter, corporation lawyer and politi-
cian, and the suggestion about Chinese
labor emanated from him.

The Colonist was attacked some weeks
ago for not reporting a private organi-
zation meeting of Mr. Bodwell's sup-
porters. The Times is now overlooking
the fact that Col. Prior is holding pub-
lic meetings, or might as well, as far as
the simply making a short item of them.
The Colonist, as a newspaper should do,
is reporting all the meetings, government
and opposition.

In a letter to the Times, Mr. W. A.
Ward says the Colonist incorrectly re-
ported in printing that he stated that
he had been agent for the tug
Lorne. Strange that the Times report-
er caught the same remark and went
so far as to publish a special shipping
item in which the statement is repeated.

We have heard of a senator who made
a tidy little sum out of Crow's Nest
(Coal shares), and yet this same senator,
or at least his paper, attacks Col. Prior
because the latter held on to shares in
the company which he bought long
enough to make something out of them,
and which he bought on the open mar-
ket as any other man might.

TRAFFIC FOR SALMON FISHING.

Sir,—While Professor Prince from the De-
partment of Fisheries in Ottawa, was
in the cities of Vancouver and New West-
minster, Victoria, he was asked to make
inquiries respecting the salmon fisher-
ies on our coast, so as to enable the De-
partment of Marine and Fisheries to
make a decision respecting the use of traps
for salmon fishing here, a memorial was
presented to him by a number of the owners
of canneries with a demand that the
canal, styling themselves the Canners
Association of B. C. These cannery owners
who did not represent all the canneries
of the Malahut, anticipated the action which
the government might take in granting the
use of traps, have petitioned our govern-
ment to give them the right to elect the
selection of trap sites in or upon the
waters of this coast, but if the government
will not grant the self-styled Canners
the selection of the sites, then they desire
that the permission to use traps shall
be denied altogether. Now, in pre-
sented their petition asking for the use
of traps, these same people state that it
is impossible for the canneries of the Fraser
river to compete with the canneries of
the coast who have the use of traps, and
they state that if they are not granted the
use of traps, the industry will be ruined.

They correct their petition asking for the
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Legislation
for the People

Government Introduces Several
Useful and Commendable Measures.

Of the bills brought down and advanced along this course through this legislature for this session the following is a brief synopsis:

CREDITORS' RELIEF.

The bill to promote priority among execution creditors, to be called the "Creditors' Relief Act, 1902," makes provision for the doing away of all such priority unless the claims be for wages or salaries to the extent of three months' pay. The bill is a somewhat long one, its sections being largely devoted to the legal ways and means of making out its desired end.

TO PROTECT CHILDREN.

The bill introduced by Honorable Wm. Pritchard amending the Children's Protection Act, which was passed at a first time yesterday, extends the provisions of the act to the city of Vancouver, and empowers the council of that city to act under the same.

TO AMEND THE JUDGMENTS ACT.

The bill which was given its first reading yesterday contains but a few provisions, and these are all concerned with such question as settling priority amongst judgment creditors, etc., in case of the sale of lands.

INTERPRETATION ACT.

The bill to amend the Interpretation Act was introduced by the Honorable the Attorney General. Its sections regulate the reckoning of time in connection with statutory laws, and provide for the recovery by or from penalties of various kinds. The bill also includes the following legal definition: "The word 'holiday' shall include Sundays, Good Friday, Easter Monday, Victoria Day, Dominion Day, Labor Day, Christmas Day, the birthday or day fixed by proclamation for the celebration of the birthday of the reigning sovereign, and any day appointed by proclamation for a general fast or thanksgiving, and any day appointed by proclamation or order of the Lieutenant-Governor in council as a holiday."

AID TO HOSPITALS.

The bill to regulate public aid to hospitals has also been advanced so far as its second reading. After instructing such aid to but one institution in a municipality it provides for the regulation of the amount of aid given by the following provisions:

Hospitals where the total number of days' treatment in a year shall not exceed five hundred, the sum of five hundred dollars.

Where the total number of days' treatment shall exceed five hundred, the sum of one dollar for the first one thousand days' treatment.

Where the total number of days' treatment shall exceed one thousand, the sum of fifty cents for the first one thousand five hundred days' treatment of such excess, in addition to the aid mentioned in sub-sections (b) and (c) hereof.

Where the total number of days' treatment shall exceed two thousand five hundred, the sum of fifty cents for the first one thousand five hundred days' treatment of such excess, in addition to the aid mentioned in sub-sections (b), (c) and (d) hereof.

Where the total number of days' treatment shall exceed five thousand, the sum of fifty cents for the first five thousand days' treatment of such excess, in addition to the aid mentioned in sub-sections (b), (c) and (d) hereof.

Where the total number of days' treatment shall exceed ten thousand, the sum of forty-five cents for each day of such excess, in addition to the aid mentioned in sub-sections (b), (c), (d) and (e) hereof; but the aid extended to a hospital in any year shall in no case exceed the sum of ten thousand dollars. The bill further provides for the appointment of a board of examiners for trained nurses and for other regulations concerning the examination which it proposes to inaugurate.

CANADIAN SHIPS.

Government Is Asked to Bonus Ships Built Within the Dominion.

Representatives of the iron and ship-building industry, including Messrs. Bertram and Ridgway of Toronto, and Long and Poirer of Collingwood, saw the premier, the finance minister and the minister of public works yesterday in the premier's office, and urged as a measure of encouragement to ship-building that the present customs drawback on materials entering into the construction of ships be increased from \$1.15 to \$3 per registered ton. What the shipbuilders really require is a bonus on Canadian-built ships.

Mr. Tarte for some time been favorable to granting such encouragement as it would result in the construction of a Canadian merchant marine. He spoke encouragingly to the deputations to-day. The premier and finance minister also seemed inclined to favor some measure of encouragement, and on the whole the representations of the deputations appear to have made an impression on the government, whose promise of earnest consideration carries this time more than the usual significance.—Ottawa Citizen, February 28.

PEOPLE OF VICTORIA! THE PROSPERITY OF THE CITY DEPENDS UPON YOUR VOTE. YOUR DESTINY IS IN YOUR HANDS; IF YOU DESIRE TO BE PROSPEROUS VOTE FOR PRIOR.

Personals

P. F. Venables, of New Westminster, is at the Imperial.

Mrs. A. J. Morris returned by the Rosalie from the Sound this morning.

John Oliver, agent up to the 11th instant, is on the Fraser River steamer.

John T. Williams and George H. Ramsay, a couple of Vancouver men who are staying at the Deland.

M. Kallish, manager of the Humboldt Steamship Company, came over from Seattle this morning on the steamer Rosalie.

Captain James Carroll, of Seattle, who is over inspecting the repairs being at present done on the steamer Bertha here, is a guest at the Victoria hotel.

W. E. Stanlands, of Messrs. P. McQuade & Co., and E. E. Billmehurst were both passengers from Sound points this morning by the steamer Rosalie.

J. J. Southcott, the Malinala representative of the Lelzer wholesale house of this city, came down from Vancouver last night and is registered at the New England.

Thomas Kidd, M. P. P., left last night for his home on Lulu Island to pay a short visit to his constituents in that part of the riding of Richmond.

SUPREME COURT NOTES.

The following applications were disposed of by Mr. Justice Walker in chambers this morning.

Atkinson et al. vs. British Columbia Electric Railway Company, an application for production of agreement for inspection; no order made. Mr. Dumbarton for plaintiff, and Mr. W. H. H. for defendant.

In Boyle vs. Victoria-Yukon Trading Co. and Marsan et al., vs. Standard Copper Co., applications were stood over; that in the latter case being until the 11th instant.

A petition for a winding up order in re the Telephone Association was also heard and ordered by Mr. Justice Walker. Mr. Taylor pro and Mr. Boulton contra.

Election Address

Lieut.-Col. the Hon. E. G. Prior, the government candidate, has issued the following address to the electors of the City of Victoria:

Victoria, B. C., March 3, 1902.

Gentlemen:—I beg to inform you that I am a candidate at the provincial election to be held on the 10th instant to fill the vacancy in the city representation caused by the resignation of Mr. Turner. I have been sworn in by His Honor the Lieutenant-Governor as Minister of Mines in the present government. I took this step because the Premier and his colleagues proved to me beyond all doubt that they had arranged a contract with Messrs. Mackenzie & Mann to continue their great transcontinental railway, the Canadian Northern, from the eastern boundary of British Columbia across the province to Bute Inlet, thence by ferry to Vancouver Island, and then by rail down the Island to Victoria, thus making our fair city the Pacific terminus of their splendid railway system. This contract has been signed by Mackenzie & Mann and is now on the way out here in the hands of Mr. N. Greenshields, K. C., the well-known Montreal lawyer. I have examined a copy of the contract carefully as a business man, and it must, in my humble opinion, meet with the hearty approval of all well wishers of this city. A bill granting the necessary aid to this road will be brought down to the House, and the government assured me that they had pledges of support sufficient to carry it. I have not the slightest doubt but what we shall see this work commenced forthwith, as the contract is a bona fide contract with the most responsible railway builders in Canada. I may say that the contract stipulates that construction shall be commenced on this coast and carried eastward, thus giving British Columbia merchants and others the benefit of such expenditure. I believed it to be my duty to aid in every way I possibly could the carrying out of this great enterprise, which means so much to British Columbia, and to Victoria in particular, and I trust that you will see fit to endorse my action by giving me your influence and support during this election campaign. I have represented this city now for fifteen years, and can confidently appeal to you as to whether I have been deficient in my duties or not. In the action I have now taken I am actuated solely by a strong desire to bring this city to the position she should occupy and undoubtedly will occupy so soon as she gets direct railway communication with the interior, the Great Northwest and the Eastern provinces by a competing line with the C. P. R. To elect an opponent of the government might stop any further action in regard to this contract for many months, and this province would be put back another year, whilst politicians squabbled as to who should hold the reins of power and who should get the portfolios. Let us get down to business and do something that will benefit the province and ourselves. This railway is, in my opinion, Victoria's salvation. Stop this contract and we may never get such a chance again. If elected, I shall do all in my power to forward the construction, not only of the Canadian Northern Railway, but also of the Coast-Kootenay Railway, the Cariboo & Atlin Railway, and the Comox & Cape Scott Railway, as we cannot expect a proper development of our magnificent natural resources until the country is opened up by competitive railroads. I shall also strongly urge the encouragement by bonus of the ship-building industry, as it is of vital importance to so many trades, especially the lumber business. I have not one word to say against the character or well-known ability of my opponent, but I think that already there are enough lawyers in the House, and that the interests of this province and this city can be equally as well, if not better, looked after by an ordinary merchant. As the time before election day is short, I am afraid I cannot see all electors personally, but I will call on as many as I can.

Again respectfully asking for your vote and influence,

I remain,

Your obedient servant,

E. G. PRIOR.

AN UNKNOWN QUANTITY.

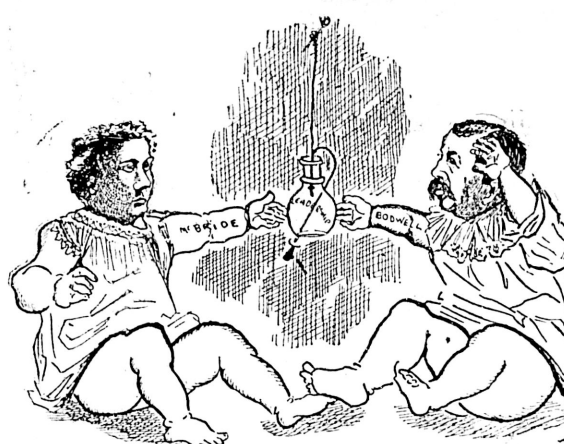
The row in the British Columbia legislature emphasizes the fact that there is no such man known to law as the leader of the opposition. Mr. Martin, Mr. McBride and every other member not in the cabinet can declare himself the leader of the opposition, and no one can question his title. The premier and his ministers are recognized, but an opposition is an accident in our system.—Toronto Globe.

PASSENGER LIST.

The following passengers arrived from Sound points by the steamer Rosalie this morning:

F. M. Rattenbury, Mrs. J. C. Smith, E. P. Billmehurst, Mrs. A. J. Morris, James Carroll, M. Kallish, Thomas P. Salter, J. A. Coleman, George J. Dana, F. B. Hodges, W. E. Stanlands, Mrs. Salter, R. W. Calderhead, J. A. Horn, E. H. Ruse, F. Colfield, W. G. Chase, S. Sinich.

THE POLITICAL HEAVENLY TWINS



Both—I won't be happy till I get it. N. B.—They will remain sorry.

Local News

Died in New York.—The death occurred in New York on the 4th inst. of John Moham, a brother of Mr. E. Moham, C. E., of this city.

Jewish Services.—Service at the synagogue B'nai-B'rith, corner Blanchard and Pandora streets, will commence at 7:30 this evening. The Rev. Montague N. A. Cohen will deliver the second sermon on the Sabbath, entitled, "The True Sabbath." The subject of the sermon on Saturday morning is "Motive For Joy."

Ping-Pong.—The following are the latest scores in the J. B. A. A. ping-pong tournament: J. Lawson, over 15, beat J. A. McTavish, scratch, 4-6, 6-5, 6-3; R. Fell, scratch, beat J. Hunter, over 15, 6-1, 6-1; C. Bunting, scratch, beat R. P. Volland, scratch, 6-3, 6-4; E. R. Vigor, scratch, beat C. G. Hitt, scratch, 6-1, 6-2; J. Hart, over 15, beat R. Haywood, scratch, 6-0, 1-6, 6-4.

Prior Wins.—Two representative citizens were talking with a workman yesterday trying to explain to him the difference between importing Chinese for railway purposes and election promises. Finally the workman thought the quickest way to decide the difference between the two candidates would be to toss a coin heads for Prior and tail for Rodwell. Three flips brought heads up each time and thus has the augur spoken.

Illegal Fishing.—There is supposed to be a law prohibiting the killing of trout in the lakes and streams of the province between the 15th day of October and the 15th day of March, but this season it seems to be entirely ignored. For several weeks now fishermen have been taking trout from Prospect and Shawanigan lakes and bringing them to the city. The charges made by these men are the subject of common talk on the street, and why the officers cannot put a stop to the illegal fishing is a mystery.

Last Sad Rites.—There was a large attendance at the funeral of the late John Leonard, which took place yesterday morning from his late residence, Cook street, the members of the Y. M. I. attending in a body. A requiem high mass was held at St. Andrews' R. C. cathedral, Rev. Father Latour being the celebrant and Rev. Father Althoff conducting the funeral services at the cathedral and grave. The pallbearers were: Messrs. M. Steele, H. P. McDowell, M. Bantley, E. Blackmore, N. Sabin and D. Carmody.

Organ Recital.—The fourth of the series of Lenten organ recitals will be given after evensong at St. John's church on Sunday next, when the organist will be assisted by Mrs. Grogan, who will sing, "The King of David," Mrs. N. E. Standland, who will sing, "Christ's Forgiveness," by Mr. E. Blight; Mr. J. G. Brown, who will sing, "The Valley of Shadows," with violin obligato; Mr. T. Hood, who will play a violin solo by J. M. Rodwell; Mr. James Gordon, who will play a cello solo by David and Mrs. Jesse Longfield, who will play the concluding organ solo.

Chinaman Killed.—Jim, a Chinaman employed by Mr. Veitch, at Sooke, was killed on Wednesday night by a falling tree. Together with two white residents of the district, he was felling a tree, and the three were trying to push the partially cut tree over, when it toppled over towards them. The white men stepped aside and escaped, but the terror-stricken Chinese got beneath the falling tree and was caught and instantly killed. Dr. Hart, coroner, went to the scene yesterday and held an inquest into the death of the Chinese. A verdict of accidental death was returned.

Nanaimo Delegation.—B. M. Yarwood, Alderman Cocking, and G. L. Schekty, a deputation from Nanaimo, waited upon the government yesterday with reference to the granting of a subsidy to the Nanaimo and Alberni railway, for which a charter was granted by the legislature a year or two ago. During the past season Engineer Harris has completed the surveys of the route across the island by way of the Nanaimo lakes, and reports that it is a thoroughly practical one, affording both good gradients and an inexpensive line from a construction standpoint.

Removing a Landmark.—The small cottage on Fort street in the rear of the Board of Trade building has gone the way of all things mundane. A force of workmen were busy yesterday wiping it off the map. The old house was one of the original Hudson's Bay company's offices, and is about the last of the collecting of buildings which were inside the old fort. The old Theatre Royal, which occupied the site of the old Colist building, on Government street, was among the last traces of the white man's first habitation in what is now Victoria city. The building torn down yesterday, although small, was very substantially built. The squared timber with which it had been constructed being as sound as the day it was cut.

Works of Art.—A portion of the pictures lately received from the East by Cuthbert & Co., were put up at auction yesterday afternoon, and quite a number were sold. This morning a lot of unframed pictures and picture frames will be offered, and those who have an eye for the beautiful should not miss this chance to adorn their walls with works of art that are of real merit. Some of the etchings and prints are well worthy of mention, and the handsome frames certainly are in perfect keeping with the high artistic merit of the former. The "The Madonna of the Lilies," on view in the window, attracted much attention, and will be kept on view for the next few days. This picture will repay a careful study as it is much above the average of war pictures.

From Port Simpson.—Mr. J. H. Richards, who for many years occupied a position with the Hudson's Bay company, of this city, and who about a year ago left to take charge of that company's post at Port Simpson, is again in town. Mr. Richards states that there is now quite a settlement of white people at that place, although the Indian trade is the principal support of the village. During August, when the Hydah Indians are returning from the canneries to their homes on Queen Charlotte Is-

and, business is exceedingly brisk, the whole tribe then laying in 12 months' supplies. There are no industries as yet established at the post, but the hundreds of Indians who make that harbor their home find work every year in the canneries at Naas river and on the Skeena, about 70 miles to the south. Mr. Richards will return north in a few days to resume his duties at the Northern post.

Ladies' Hockey Club Match.—The Victoria Ladies' and High School Hockey teams will play a match at Oak Bay tomorrow afternoon, weather permitting.

Sues for Wages.—C. A. Gregg has brought suit against the Roseland Miner Printing & Publishing company for the sum of \$1,000. The plaintiff alleges that a contract was entered into between the defendant company and himself by which he was to serve in the capacity of editor and manager of the Miner for the period of one year, and claims that by reason of his dismissal before the alleged contract had expired he is entitled to five months' wages.

Was Murderer Here?—Capt. Seymour, chief of the detectives of San Francisco, is expected to arrive here today on the trail of the fugitive murderer of Nora Fuller, a working girl of San Francisco, who answered an advertisement for a nurse girl, and was decoyed to an empty house rented by the murderer, and strangled to death. Her remains were found by a real estate agent a month afterwards. No trace of the murderer could be found. Every clue was followed, and working on one of the tangle skeins of the case, the well known San Francisco detective is coming to Victoria. The suspected murderer is a printer, travelling under the name of Bennett. The local police have no information regarding the case.



The above is a correct illustration of where Mr. Rodwell's Victoria interests lie. They are all under his hat and can be moved from one community to another by the purchase of a ticket. Even this latter might not be necessary for, as a corporation lawyer, he would probably travel on a pass.

PEOPLE OF VICTORIA! THE PROSPERITY OF THE CITY DEPENDS UPON YOUR VOTE. YOUR DESTINY IS IN YOUR HANDS; IF YOU DESIRE TO BE PROSPEROUS VOTE FOR PRIOR.

ELECTORS!

Which will be your choice!

A Business Government

—OR—

A Lawyers' Government?

Compare the two.

DUNSMUIR
GOV'T.

JAS. DUNSMUIR, mine owner.

W. C. WELLS, lumber mcht.

J. D. PRENTICE, stockman.

D. M. EBERTS, lawyer.

E. G. PRIOR, hardware mcht.

Impudence
and Ignorance

Seattle Chamber of Commerce
Imagine Canada Will Sell
Her Territory.

To Canadians the following extraordinary meeting of the Seattle Chamber of Commerce will bring mingled amusement and astonishment, that any so-called business body of Americans in a city close to the border can be so utterly ignorant of Canadians and the Dominion that they can waste time in discussing an insane resolution to purchase a portion of Canadian soil. The Seattle P.I. reports the meeting as follows:

"While a majority of the members present at the meeting of the Chamber of Commerce yesterday seemed to be in favor of the United States ending the Alaskan boundary dispute by purchasing a strip of land bringing a part of the Northwest territory under United States rule, definite action was postponed in deference to the opinions of several members, and the course recommended will be further investigated."

"It has been proposed by George Melvin Miller that this country purchase from the present owners all the territory lying west of the following line: Beginning on the present boundary line at the head of Portland canal, thence to and following the 113 meridian of west longitude due north to the middle channel of the Mackenzie river; thence following the middle channel of the Mackenzie down the stream to the Arctic ocean."

"Mr. Miller, who was present at the meeting yesterday, was invited to address the chamber on the boundary dispute. He said that the purchase of the strip outlined would eliminate the boundary line from all public travel, give it a definite and certain location, marked by natural waterways and high mountains. It would also shorten the boundary line fully one-fourth."

"Inasmuch as this proposed purchase has been largely explored and developed by United States citizens, who chiefly own its resources and comprise at least 75 per cent. of the population, it can be taken for granted," said Mr. Miller, "that such a purchase would be more than satisfactory to a large majority of its residents. The possession of such a strip would bring Dawson and the Yukon territory under the protection of this country."

"I do not care to discuss the boundary dispute, because that subject has been thrashed out very thoroughly. I merely wish to add that the purchase of a strip will solve the problem in a satisfactory manner. The land is worth more to the United States than to its present owners, because it lies more convenient of access from the great centres of wealth and population in the United States than from those of any other nation."

"Several members of the chamber joined in the discussion of Mr. Miller's plan. Many advocated the idea; some thought the purchase of a strip of Canadian territory at this time by the United States rather premature, while a few believed that the present owners might come back at this country with a counter proposition to purchase United States soil. The result of the argument was that a motion introduced by J. J. McGilvra, advocating the purchase of the strip outlined by Mr. Miller, was changed so as to refer the matter to the committee on Alaska, the committee on national affairs and the committee on Canadian relations, by them to be considered jointly. With this amendment the motion was carried by a unanimous vote."

CONSIGNEES.

Per steamer Rosalie from the Sound: D. Spencer, W. & J. Wilson, H. C. Beeton, E. J. Prior & Co., Collector of Customs, Pichon & Co., Alton Iron Works, Vail & Brooks, Lenz & Lelzer, T. N. Hibben, British American Paint Co., Brackman & Ker, F. M. Rattenbury, J. Mortimer, Chilberg & T. H. P. Johnson, S. J. Pitts, E. E. Stewart & Co., G. E. Munro & Co., A. R. Johnston, P. McQuade & Son, R. P. Rith-et & Co.

THE COLONIST

We are the largest establishment in our line west of Toronto, and our lines are:

PRINTING,
LITHOGRAPHING,
BOOKBINDING,
LABEL PRINTING,
WRAPPING PAPERS,
PAPER BAGS,
TOILET PAPERS.

UNION  LABOR

IS SKILLED LABOR.

SKILLED LABOR COMMANDS THE
HIGHEST WAGES.

The COLONIST

ESTABLISHED 1858.

EMPLOYS ONLY UNION LABOR;

Stop a minute and consider what it means to support 80 employees—as the Colonist does—every shop great and small, directly or indirectly derives benefit from the wage bill.

\$60,000 A YEAR

And all our hands spend their wages in Victoria

If all merchants spent their "Printing" money in Victoria, 80 more hands could be employed.

GIVE HOME INDUSTRIES THE
PREFERENCE AND HELP TO
BUILD UP YOUR OWN CITY.

We are a HOME INDUSTRY, and ask your patronage.

GIVE US A TRIAL.

And "Quality for Quality," we defy better value anywhere in the Dominion.

Our Trade Mark is "THE VERY BEST."

THE COLONIST

TELEPHONE 197.

Choose for Yourself



The Workshop and Home

Should be supplied with a few surgical bandages, etc., for use in emergencies until the doctor comes. You'll find our store can supply your needs. Give us a chance to please you.

Cyrus H. Bowes
CHEMIST.

98 Government St. Near Yates.
Telephone 425.

Crepe Tissue.

All the Good Colors.
10c. Per Roll,
3 for 25c.

Victoria Book and Stationery Co.

LIMITED.
A. K. MUNRO, President.
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Imperial Ceylon Tea—Erskine, Wall & Co., sole agents.

Vote for E. G. Prior and a business government.

Mr. Clary's Famous Steel Ranges at Clarke & Pearson's, 17 Yates street, Victoria.

Ask for the book, we can give it you for 35c. per lb., Ceylon and Indian teas. Phone 803, Direct Importing Tea & Coffee Co., corner Douglas and Johnson streets.

Subscriptions

We take subscriptions for any Books, Papers, or Magazines published at the Publishers' prices. It will save you the trouble of writing or sending money orders, and we are responsible for any loss.

Ormond's Bookstore

66 Government St.

We have a few Japanese Rugs left. There is no rug so effective and which serves so many purposes as one of this class. The prices are moderate, and we keep only the best grade. Weiler Bros.

J. & J. Taylor's

Fireproof Safes and Vault Doors

AGENTS:

John Barnsley & Co.

115 Government Street.

Kodaks and Films

The popular route to Nanaimo is by the Victoria and Sidney Railway and steamer routes every Monday and Thursday. Single fare \$1.50; Return good for ten days \$2.50.

CASH WALKER

The interior fittings determine the coziness of the home, harmonious colorings in carpets and draperies tell the artistic ability of the housewife. See our goods. Weiler Bros.

The Mikado, 44 Fort Street, for afternoon teas and light luncheons. Open from 12 till 10 p.m. Tea, coffee, confection, sandwiches, etc., always ready. Proprietress, Miss Tilsley.

PROVINCIAL GAZETTE.

Notes That Appear in the Issue of This Week.

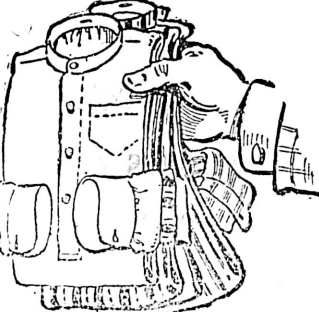
Among the notices in the British Columbia Gazette this week is the form of permit required by persons from Canada who desire to land in South Africa. It has to be signed by the Secretary of State.

The Tacoma Steel company has registered as an extra-provincial company, the head office for British Columbia being in Victoria, with Mr. J. H. Lawson, jr., as attorney.

A new company incorporated in the Western Canadian Fish company, limited, with capital of \$100,000. The objects are to purchase the Whittman plant for curing fish and to enter into a fishing and fish curing business in the province, and to do business in Northern waters.

The Court of Revision for the Victoria City and Esquimalt district voters' lists is fixed for May 5. North and South Victoria revisions in the respective districts are set for the same day.

R. G. Tarlow is appointed liquidator of the Athabasca Gold Mines, limited.



Need a Shirt?

We have them, all kinds to suit your fancy.

We are showing something new in Soft Shirts. Patterns are the best of the season. There's beauty in them; there is service; there is value. Call and look at them.

SEA & GOWEN

Men's Furnishers and Hatters.
80 Douglas Street.

THE NOMINATION OF CANDIDATES

Col. Prior and Mr. E. V. Bodwell Formally Entered in the Contest.

The nominations for the vacancy in the legislature caused by the resignation of this city councillor yesterday, and the Hon. Col. Prior, minister of mines, and Mr. E. V. Bodwell were formally entered in the contest. There was a small gathering of enthusiasts at the city market, where the nominations were received by the returning officer, Sheriff McMillan.

Edward Gaylor, prior, merchant, was proposed by Louis Gregory McQuade, seconded by Lawrence Goodacre; assented to by Edward Benjamin Marvin, Lewis S. Davis, Gilbert Edwards and several hundreds of other prominent citizens.

Ernest Victor Bodwell, barrister-at-law, was proposed by Thos. Joseph Jones; assented to by Edgar Crow Barker, Alexander McD. B. Fraser, sr., and James Dugald McNiven.

The returning officer has appointed the following gentlemen to assist him at the poll, and they will report to him at any time today from 10 a. m. to 4 p. m.:

Deputy returning officers: J. J. Austin, T. J. Deane, David Sprague, A. W. Taylor, John M. Murdoch, C. F. Moore, Fred. Allatt, Albert Onions, C. E. Watkins, Claude Wilders, W. R. McIntosh, John Ashby, Edwin Siddall, W. N. Rumsdall, Henry Barron, S. M. Okell, D. McMillan and Charles S. Foy.

Poll clerks: T. G. Rayner, S. M. Robertson, L. C. Mills, George Brown, Herbert P. Winsby, James Haughton, P. P. Harrison, C. F. Davis, A. Edwards, William Baines, E. P. Miller, W. W. Northcott, Jr., H. C. Cameron, H. C. Hall, G. S. Simon, F. W. Harris, C. J. Tallis.

Constables: L. Kersey, J. M. Healy, R. P. Smith, John Nicholson, P. J. Davis and G. Able.

FOR THE ORPHANS.

Ping-Pong and a Doll Exhibition at the City Hall.

The ping-pong tournament on Thursday, Friday, and Saturday of next week, promises to be a most interesting and exciting event. There will be six tables going at the same time, and experienced referees will keep the combatants up to the strict rules of the game. Entries must be made to Mr. E. G. Prior, on or before Tuesday next. Besides the ping-pong there will be a charming novelty in an exhibition of over 300 dolls, representatives of the ancient Greeks and Romans, and the early centuries of Europe, Asia, and Africa.

Under the charge of the ladies of the Protestant Orphanage, and the total proceeds will go to that excellent charity.

ATTENDANCE AT PUBLIC SCHOOLS

Figures For Month of February Largest in History of the City.

During the month of February the public schools of the city were better attended than during any other month in the history of the city. The total number enrolled was 2,726, the average attendance 2,431, and the attendance percentage 89.18. In February of last year there were 2,555 pupils enrolled, and an average attendance of 2,208, so that there has been a gain of 200 pupils in the year. Last year 21 out of 50 divisions had an average attendance of 90 or over, the figures being:

On Roll.	Attend.	P. O.
High School	131.76	89.64
Boys' School	428	386.07
Girls' School	436	394.05
North Park	429	382.47
South Park	414	370.15
Victoria West	396	370.40
Victoria Ridge	339	308.61
Hillside	329	307.42
Rock Bay	80	79.45
Kingston Street	128	113.04

The following divisions had an attendance of 90 per cent or more:

High School—Div. 1, 96; Div. 2, 94; Div. 3, 94.75.
Boys' School—Div. 1, 92.43; Div. 2, 90.54; Div. 3, 91.91; Div. 4, 90.11; Div. 5, 92.24.
Girls' School—Div. 1, 94.5; Div. 2, 90.8; Div. 3, 92.79; Div. 4, 90.88; Div. 5, 94.04; Div. 6, 91.92.
North Park—Div. 1, 91.49; Div. 2, 90.41; Div. 3, 90.39; Div. 4, 90.03; Div. 5, 91.65.
South Park—Div. 1, 92.55; Div. 2, 91.71; Div. 3, 90.3.
Victoria West—Div. 1, 91.73; Div. 2, 90.48; Div. 3, 91.67.
Spring Ridge—Div. 1, 92.24; Div. 2, 91.13; Div. 3, 90.39.
Rock Bay—Div. 1, 90.08.
Kingston Street—Div. 2, 91.57; Div. 3, 90.31.

THE LABOR MEMBERS' OPINION OF BODWELL.

"I do not trust Bodwell."
"I have no confidence in Bodwell."
"I would never support Bodwell."

J. H. Hawthorthwaite, (M. P. P.) to the Labor Party at Nanaimo, January 4, 1902.
See Free Press, January 6, 1902.
See Herald (Labor paper), January 7, 1902.

SAVED THE DOG.

Valuable Bulldog Brought to Victoria to Evade United States Law.

On the steamer Queen, which arrived from San Francisco on Tuesday, was a fine English bulldog, Jim, belonging to Mrs. Dr. Roberts, who, with her husband, has been touring. The dog, which is a relative of the famous bull Terrier, which was the subject of the noted picture by Maude Earle, is being taken round the world by the tourists, who are now en route to England. They came from Manila on the United States transport Meade, and intended to journey through the United States eastward, but the quarantine laws of the United States caused a change of programme. There is a law whereby the importation of animals from the Philippines is prohibited, and it is death to the animal coming from there to be subjected to the law. Accordingly, the dog was placed on the steamer Queen to be shipped to Victoria, and its owners came with it. They left for Vancouver on short East, taking the dog with them. A short time ago the returning military officers arriving at San Francisco from Manila brought a pet mongoose, and the poor little "ricketty-taxi" was killed under the law.

Died in New York.—The death occurred in New York on the 4th inst. of John Mohun, a brother of Mr. E. Mohun, C. E., of this city.

Walter S. Fraser & Co., Ltd.

DEALERS IN HARDWARE

Iron, Steel, Pipe, Fittings, and Brass Goods, Building, Mining and Logging Supplies a Specialty. Contractors Plant, Picks, Shovels, Barrows, Etc. A Large Consignment of Norway Iron just to hand from England.

WHARF STREET
VICTORIA, B.C.

TELEPHONE NO. 3.
P.O. BOX 423.

Fine Table Ware

We have just put in stock a large assortment of the following articles:

Best quality English Table and Dessert Knives, Forks and Spoons, quadruple plate. Fish and Dessert Knives and Forks with pearl, ivory or celluloid handles in polished oak boxes. Carving Sets, 3 and 5 pieces, in silk-lined cases. Fish Carvers with ivory or celluloid handles in elegant cases.

The above goods are all imported direct from the manufacturers and are guaranteed to be the very best quality.

G. E. REDFERN

43 Government Street.

WILLOW CREEK AND ITS MINES

English and United States Capital to Run Another Line to Coast.

Recent Chicago papers contain particulars of the organization of a syndicate to build still another railway to the Pacific. Bureka harbor, in the northern part of California, is the objective point, and the proposal is to build 800 miles to Weiser, Idaho. The line is to be built in conjunction with the Great Northern system, which will build from their main line south to the last named point. This will practically give the Great Northern a short cut through Idaho, Washington, and Oregon, to the Pacific Coast.

English and American capitalists, headed by Lord Thurlow and George H. Proctor, of New York, are behind the scheme.

The deal by which the two interests were brought into conjunction was effected in New York. Lord Thurlow, who was in Chicago, announced the success of the transaction. The plan will involve an outlay of \$25,000,000.

The contractors for the construction of the road were let to Drake & Stratton, of New York, just before I left," said Lord Thurlow. "I am on my way now to California. Mr. Proctor is with me. The Finance company, as we are to be called, includes besides Mr. Proctor and myself, Henry B. Twombly, a nephew of the Vanderbilts, and associated with them: Robert Gibson, William R. A. Wilson, associated with President Clements of the Rutland road, and W. C. McDermott of Jersey City.

"The road will be called the Eureka & Eastern. It will open up a vast territory, rich in timber and coal, gold and copper mines. From the Shasta county, California, mines alone, of which J. R. Delamar is owner, thousands of tons of ore are transported by wagons daily. Our road will tap these mines and carry all this ore."

There are a number of possible routes which the Great Northern may take in its extension to Weiser. One is from Butte, Mont., the terminus of the Montana Central, through or over the Butte Root mountains, touching at Salmon City, Bonanza City, and Van Wyck.

Another route to connect at Butte might be south from that point through Beaver canyon over the Oregon Short line. Still another route, and the one indicated by Lord Thurlow's partial outline of his plans, is from Spokane, almost directly south, tapping Cheney, Piquette, Farmington, Gardfield, Moscow, Pullman, Lewiston, thence south following the Snake river to Huntington, with possible spurs to Mount Idaho, Enterprise, and Baker City.

Lord Thurlow would not say which route Mr. Hill had decided upon. The merger of the Great Northern and Northern Pacific interests plays an important part in the new enterprise. The Oregon Railroad & Navigation company now runs to Weiser, and its close relations with the Northern Pacific, and, opened that, with the bed-rock almost in reach, the miner's hand cannot be outstretched to the golden harvest. However, Mr. Laird is far from disheartened. He and the friends that are backing him are now revolving other schemes and have every hope of some day getting their reward.

Not much trouble has been met from water with this year's work, so far. It has been found that the big 18-inch Cornish pump has been able to handle it all.

Speaking of labor, Mr. Laird says that skilled miners are not very plentiful in the West at present. The old-timers, the gallant survivors of those multitudes called up to Cariboo long years ago by the cry of "Gold," are now fast disappearing, or else so far advanced in years and travel as to have outgrown their days of toil, while of the new recruits in of late years few have brought much skill or practical knowledge of mining with them. The pay is good—four dollars to the miner and three and a half dollars to the laborer, with a dollar a day for board, and the men are very scarce. With the opening up of work this spring Mr. Laird thinks that the Cariboo would be a good place to go in search of work.

The greatest difficulty with which the district has to contend at the present, he says, is the freighting question. It is a long haul up that 280 miles, and while the government spends a lot of money on the road each year and does all in their power to help out the situation, the position of affairs is not yet satisfactory. Freight rates are high and they retard very much the development of the great resources still existing up in Cariboo. Mr. Laird, for instance, tells of paying eight cents per pound for the freighting up of 40 barrels of Portland cement, and which would cost about 400 pounds. So far this year but little has been hauled on sleighs, there not being much snow until Quesnelle is reached.

The introduction of wide tires would, he considers, do much to help out the difficulty, as the great loads of four or five tons now hauled on narrow ones sink right down through the gravel and bring up the mud for long stretches. The usual objection urged, namely, that the wide wheels would slip on the icy patches should not, he thinks, be taken very seriously, and, as a business proposition, Mr. Laird states that it would pay the government to give away full sets of wide wheels all around, and thus get rid of the narrow ones that destroy so much of the work of the road each year.

Mr. Laird will spend a few days in the city before leaving for the Mainland.

There is whiskey and whiskey, but only one "Jesse Moore" Whiskey—the kind doctors recommend for its purity and healthfulness.

CAMPBELL'S

...NEW ARRIVALS...

Spring Suits

SEPARATE SKIRTS

The Arrival of this shipment of the New Spring Styles lends new interest to buying. Come in and see them for Real Style and Elegance. Paris, London and Berlin's latest creations, not the ordinary factory make, but inspirations.

That Is Why You'll Like Them

retary, Mr. Lewis, read his annual report, which showed the club to be in a flourishing condition. The membership at the present time is the largest in the history of the organization. The treasurer, Mr. Fred. Crickmay, stated that there was a tidy little sum in the bank, and that the season's prospects were most encouraging. The following officers were elected for the year: President, C. M. Beecher; vice-president, J. A. Russell; committee, Fred. Crickmay, J. Tate, A. M. Andrews, J. Kerr Houlgate, R. B. Johnson and M. Beecher.

SPORTING NOTES.

The monthly medal competition of the Victoria Golf club will be held on Saturday afternoon.

A meeting of the Rifle association will be held at the Drill hall next Monday evening.

Vote for E. G. Prior and secure the building of the Canada Northern, with Victoria its Western terminus.

FOR SALE

A number of New Buggies, Phaetons and Carts direct from the factory in the East. All are made in the latest up-to-date styles and fitted with rubber tired wheels, to make quick sales. These fine vehicles will be sold VERY CHEAP.

Also a lot of good second-hand Buggies, Phaetons, etc., that will be sold cheap to make room for new stock.

All are now on view in the brick building opposite the Victoria Transfer Company's Stables, Broughton street, foot of Broad street.

VICTORIA TRANSFER CO., LTD.

TELEPHONE 120.

Healthy Poultry

Abundance of Eggs

SECURED BY FEEDING MYERS' SPECIALLY PREPARED POULTRY SPICE.

Keep Up With the Times and Use MYERS' HORSE SPICE

YOUR DEALER SELLS IT.

The Brackman-Ker Milling Co., Limited.

DISTRIBUTING AGENTS.

SEWING MACHINES and Supplies

All kinds repaired or exchanged.

Good MACHINES RENTED AT \$2.00 PER MONTH.

TUNING. NEW PIANOS TO REPAIR.

Sam B. Sutton

Agent for the Celebrated Bell Piano and Organ

Between Douglas and Blanchard. Open Evenings.

72 Fort St. VICTORIA, B. C.

The Salem Shirts

Are particularly adapted to meet the requirements of high-class trade. The most careful dressers pronounce them the acme of perfection. Patterns in soft and stiff fronts now showing lean towards decided stripes bold and neat. All cuts separate and reversible in four different ways. To be had only at

PHILLIPS

Hatter and Furnisher. 104 GOVERNMENT ST.

Special Bargains

LADIES' AND GENTS' CHAMOIS VESTS, CHEST PROTECTORS, ETC. Protect yourself in time! Don't fail to try our Compound Cough Syrup. A sure cure for Coughs, etc.

B. C. Drug Store,

Phone 556. 27 Johnson St.

Lace Parlors.

A fine assortment of SILK ARABIAN BRAIDS, LITEN BRAIDS, COLORED LINENS, JAPANESE LINENS and EMBROIDERING SILKS.

The latest lace designs always on hand.

Mrs. F. V. Robertson

28 Five Sisters Block.

Artificial Eyes...

A Large Assortment

A. P. BLYTH,

Scientific Optician and Watchmaker. 65 FORT ST., NEAR DOUGLAS.

Steinway Pianos

SUPREME IN TONE PERFECT IN WORKMANSHIP.

Purchased by 20 European Monarchs. Over 100,000 in use by leading citizens of America and Canada.

WAITT & CO.

Sole Representatives

Fire Insurance

HEISTERMAN & CO. General Agents

Advertise in the Colonist

Provincial Legislature

(Continued From Page Four.)

bers who supported expenditure one year find fault the next with the government they had followed in such matters.

Mr. Oliver then spoke at some length upon the position of the various dyking and reclamation schemes of the late Mr. Macdonald, and he hoped that some more active policy should be enforced.

As to the railway question, he still thought that the Coast-Kootenay road should be built by the government.

On then adjourned.

CANADIAN NORTHERN.

Mr. McBride then moved the adjournment of the House to discuss the following motion:

That the House do adjourn to discuss the necessity for the government bringing down, by 3 o'clock tomorrow, all correspondence and telegrams which have been received between any member and the Canadian Northern Railway company, and any person, and particularly the letters and telegrams received from or sent to Mr. Greenfield, and relating to the proposed contract with the Canadian Northern Railway company for the building of a line of railroad from Butte inlet eastward.

The matter being urgent and pressing and of great public importance in discussing the proposed contract, and in order that it be properly discussed and understood in this House and by the electorate of the city of Victoria, where an election is now being held, in which a minister of the crown is a candidate and claims that the proposed contract is being justified by being a candidate, and is sufficient reason why the electorate should elect him, and because there is grave doubt of the draft contract submitted to the House not having been materially modified by or through such correspondence.

Mr. Martin again brought in the question of whether Mr. McBride was in order or not. After this technicality was thrashed out at some length, more than the 10 members requisite were found ready to support Mr. McBride in introducing it.

The gentleman then said that he thought that it was of the utmost importance to have the most definite data possible in connection with this contract. The Attorney-General had stated that possibly there might be some alterations, and so it would be necessary to have all the information which his motion demanded. It was of all the more importance because a minister of the crown was now staking his election upon this question. He did not wish to be too aggressive, and would withdraw his motion if Hon. the Premier would give his word that these telegrams and papers would be brought down by 3 o'clock tomorrow.

Hon. Mr. Dunsinuir—They will come down at the proper time.

Mr. Martin, in responding to the motion, said that he trusted that the government would see fit to accede to the request of the leader of the opposition.

A point of order was again raised, and after some discussion, Mr. Helmecken proposed that the government should see fit to accede to the request of the leader of the opposition.

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Mr. Murphy contended that this was not a good excuse for not bringing down the telegrams and papers. He said that the members of the House, reading from Col. Prior's speech of last night, he said that there was a clause which had been subsequently added in Toronto, of which Col. Prior had been informed, and it was of such importance that the electorate should be informed.

Mr. Tatlow then asked if this Mr. Greenfield was the man of whom Col. Prior had once said that he put through that notorious Drummound railway deal and had made money out of it?

At this point Mr. Speaker said "Six o'clock."

NIGHT SITTING.

At 8:40 o'clock the House resumed its sitting. Mr. Neill, who had just risen to his feet when the Speaker said six o'clock, continuing the debate. He had brought down the telegrams and papers, and was now reading them.

No question of principle was at stake, although there was no doubt in his mind that the government was jeopardizing the confidence of the people by persisting in refusing the request of the opposition.

Hon. Mr. Eberts—It is only signed by Mr. Neill. Well, possibly it may have been signed by one party only, but all knew that the contract is binding only upon one party. He thought that the government in withholding any information upon the matter were but aiding certain nefarious and politicians in his way over the House, but he had been talking to a laboring man who had been canvassed for Col. Prior, and had been told on this contract question that on Saturday night the right contract would be brought down and would be signed by both parties.

There was another contract, and that the government was holding it back. It was said that this was one of the ways of railroad Col. Prior into the House, but he would warn them that the government would succeed not in railroad Col. Prior into the House, but in contracting him out.

Mr. Hunter thought that Mr. Neill spoke as though he had been doing some tall politics, and that being the case, his remarks should be treated with a grain of salt. As to the telegrams, if there were any such, the government should not bring them down unless the business had reached such a point as to authorize it. But the other day at Ottawa Sir Wilfrid Laurier absolutely refused to bring down some papers, saying that they might affect the completion of the works referred to. It had been told them this afternoon that the government looked upon this matter in that light and were probably quite justified in doing so. Mr. Neill had said that he did not intend to embarrass the government, and then had proceeded to threaten that government as to what might happen unless they did as he thought they should. It was a most inconsistent stand to take. The whole debate was intended to embarrass the government, but he hoped that the government would be firm and would not bring down any papers or telegrams even if there were any to bring down.

Mr. Tatlow, in proceeding to defend the opposition from the charge of attacking the government, brought up his question of the afternoon, namely, that at a meeting of the electorate in the A. O. U. W. hall, Col. Prior was reported to have declared that the Drummound County railway was one of the most nefarious matters to go down to history, and that Mr. Greenfield, who put through the deal, had made hundreds of thousands of dollars out of it.

He wanted to know whether this were the same Mr. Greenfield that was at

present in the employ of the government in carrying on these negotiations?

In reply, Premier Dunsinuir said that he knew nothing about that, and that Mr. Speaker ruled that such a question required the usual two days' notice.

A further question, which suggested that Mr. Greenfield was acting both for the government and for Messrs. Mackenzie & Mann, met with a like fate. He then asked whether there was a private agreement by which Mackenzie & Mann or the Canadian Northern were to obtain control of the Comox & Cape Scott railway.

Mr. Tatlow then rallied the government because he could not draw further information from them, and concluded by saying that it was too bad that the day should have thus been spent to no avail.

NEW BILLS.

The following bills were then introduced, read a first time, and ordered to be put down for their second reading for the next session of the House:

Mr. Curtis—An Act respecting Actions against Trade Unions and Kindred Associations.

The Hon. Mr. Prentice—An Act to amend the Children's Protection Act of British Columbia.

The Hon. Mr. Eberts—An Act to amend the Interpretation Act.

The Hon. Mr. Eberts—An Act to amend Chapter 33 of 1899, being the Judgments Act, 1899.

Mr. Curtis—An Act to amend the Companies Act, 1897.

Mr. Curtis—An Act to amend the Companies Clauses Act, 1897.

Mr. Martin—An Act to amend Chapter 24 of the Revised Statutes, being the Legal Professions Act.

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Mr. Curtis—An Act to amend the Companies Clauses Act, 1897.

FRIENDS OF THE WORKINGMAN?

How Mr. Bodwell Proposed to Import Chinese For Railway Work In British Columbia.

Victoria, B. C., 19th August, 1892.

To the Hon. Attorney-General, James Bay, City:

Re Canadian Western Central Railway Company.

Sir,—We have the honor to draw your attention to two matters which are of considerable interest to us in view of our present negotiations. It is, as you are perhaps aware, our intention to build the Island position, the road exclusively by means of white labor; but upon the mainland, in view of the financial aid which is being given to the road, we fear its construction cannot be successfully undertaken except upon the condition of performing the work to a large extent with Chinese labor.

Under the present Dominion regulations upon the subject, the number of Chinamen which may be imported into the country is limited. It is our intention, as soon as our arrangements are completed, to begin the work and push it through with all possible speed; and in that connection we should, if Chinese labor is employed, place upon the ground, as rapidly as possible, a large force of workmen. Under the present system it would be impossible for us to import them in sufficient numbers within the time which will accord with our other plans.

It appears to us that an arrangement might be effected with the Dominion government, by means of which the embargo may be raised for a limited time. This would enable us to bring upon the spot within a short time all the Chinamen which we wish to employ, and then the now existing state of the law, if thought advisable, could be reverted to.

We are willing, in that event, to enter into a contract with the government to keep all these workmen under our own control during the whole period of the construction of the road, and afterwards to arrange for their return to their native land. We apprehend there will be no difficulty on our part in carrying out such an arrangement. These men will be employed on the mainland section only, and from the character of the country there is little prospect that any number of them will succeed in evading the regulations which we will make for keeping them in hand.

We have etc.
BODWELL & IRVING,
Solicitors for the Canada Western Central Railway Co.

POINT ELLICE BRIDGE.

Mr. T. C. Sorby Writes the City Council Regarding Subject.

At Monday's meeting of the city council the following letter from Mr. T. C. Sorby, regarding the Point Ellice bridge, was read:

To His Worship the Mayor and Board of Aldermen of the City of Victoria:

Gentlemen—Before you make a final decision for or against a steel structure as compared with a stone bridge across the Arm at Point Ellice, I would respectfully request you to consider the following facts and figures that may not be quite clear.

In my communication laid before you on the 1st of December last, I named the use of brick in the soffits of the arches as an alternative price. It was not my intention to recommend the use of brick, but the price had been given to me unselected, and I indicated on the drawing where it might be used. Since then I have prepared a detailed specification and plan, and a contract for the execution of the work according to plans and specifications for a sum with the steel bridge.

Mr. Curtis thought that the fair thing was to adjourn till Mr. Greenfield should come on Friday night, and then have both him and the contract before the House.

Mr. Martin—Have we been doing much business here this week?

Mr. Martin—And all because of this gang along your row of benches.

Mr. McBride, continuing, agreed with Mr. Curtis, that they should have a chance to see the contract and to meet Mr. Greenfield as soon as he arrived.

In this way the electors of Victoria would have all the information possible before them before Monday's meeting.

The amendment was then put and lost by a vote of 19 to 15, the division being the same as that of the afternoon, with the exception of Mr. Martin, who did not vote, being out in the corridor.

The Attorney-General then pointed out a correction or two that should be made in the draft of the contract, and the legislature adjourned at 9:35 o'clock.

NOTICES OF MOTION.

On Monday next Mr. Martin will ask leave to introduce a bill to amend chapter 20 of the statutes of 1899, being an Act to amend the Companies Act, 1897.

On Monday next Mr. Martin will ask leave to introduce a bill to prohibit aliens from holding municipal elections.

On Monday next Mr. Martin will ask the Attorney-General:

Has he received any communication from the Mayor and Council of Vancouver, or his solicitor, in reference to an action at law which the Council, with the permission of the Attorney-General, wish to institute against the Canadian Pacific Railway Co. for the possession of the forebay abutting on certain streets in the old Granville townsite? If so, what answer has been given?

TRANS-SIBERIAN RAILWAY.

Sixteen Days Between St. Petersburg and Vladivostok.

From Montreal Star.

The first time schedule of the Great Russian trans-Siberian railway has been received by the passenger department of the Canadian Pacific, through the medium of the International Sleeping Car company. The schedule shows that the distance is given as 10,338 versts, or about seven thousand miles. Of course, there still remain some 500 versts in the road, ranging from 1,000 to 1,500 versts, and when the road is completed, it is expected the time will be cut to ten days at least.

The peculiarities of the time card are that the day runs from 6 a. m. to 6 p. m. The length and unpopulatedness of the names of the stations are such that the majority of them would consume a single line in any Anglo-Saxon paper.

The caps are traversed by sleigh and diligence, and probably a year yet before the line is complete and the metals laid throughout.

NEW BILLS.

A Move That Has Been Too Long Delayed.

Apparently some steps are at last to be taken to rid the country of the filthy small bills that are now in circulation, and replace them with something cleaner.

On the vote of \$70,000 for expenses in connection with the issue and redemption of Dominion notes, Mr. Fielding explained that this vote had been kept in circulation over that of last year in order to supply new notes in deference to a growing popular desire that old notes should be destroyed. Mr. Henderson inquired what was the rule in the issue of new notes.

Mr. Fielding replied that the banks could get them whenever they wanted them. The rule was that old notes were destroyed when they were brought in and the new ones issued.

Mr. Osler expressed his pleasure that the government was moving in this matter. He said it was impossible to get new \$1 bills, or indeed \$10 bills, at present. The supply was far below ordinary requirements, and as a result the banks had to keep constantly paying out the old notes.

CANADA'S TRADE.

Goods From Dominion Getting Firmer Hold In Newfoundland.

The St. John's, Nfld., Trade Review says that Canadian goods are getting a firmer hold in Newfoundland every day. Among the articles mentioned as being supplied entirely by Canada and the United States are white shirts, hats, caps, fine footwear, tweeds, room paper and wool underclothing. The Review says that the Canadian goods are getting a firmer hold in Newfoundland every day. Among the articles mentioned as being supplied entirely by Canada and the United States are white shirts, hats, caps, fine footwear, tweeds, room paper and wool underclothing.

Many Farmers' Excursions Planned For This Spring.

Mr. Hartney, Manitoba Immigration agent, has returned to Toronto from a three weeks' tour throughout Ontario, during which he has been making a tour of inspection of the agricultural resources of the province. He has returned to Toronto from a three weeks' tour throughout Ontario, during which he has been making a tour of inspection of the agricultural resources of the province.

MOVING WEST.

Many Farmers' Excursions Planned For This Spring.

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PHAEON AT HONOLULU.

Saw No Sign of the Missing Warship.

The British cruiser Phaeton, Captain Fleet, which has been cruising in search of the lost ship of war Concor, arrived in port this morning, after a 21 day cruise from San Francisco.

Absolutely no trace of the missing Concor was secured. The Phaeton cruised in a zigzag course, sinking about eight miles an hour. Captain Fleet is well acquainted with the waters in this part of the Pacific, as he formerly commanded the cruiser Concor.

He has been looking for the missing Concor, although he will, of course, continue to keep a sharp lookout for the missing boat on the voyage home.

ABSOLUTE SECURITY.

Genuine Carter's Little Liver Pills.

Must Bear Signature of

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

FOR HEADACHE, FOR DIZZINESS, FOR BILIOUSNESS, FOR TORPID LIVER, FOR CONSTIPATION, FOR SALLOW SKIN, FOR THE COMPLEXION.

CURE SICK HEADACHE.

Meeting Of The Opposition

Largely Attended Gathering Held In Victoria Theatre Last Evening.

Mr. Bodwell and Other Speakers Make Addresses to the Electors.

Mr. E. V. Bodwell, the opposition candidate, and other gentlemen opposed to the government, addressed a large meeting in the Victoria theatre last evening. The meeting was a very orderly one, there being no interruptions, although many present disagreed with the views expressed by the speakers. Unlike the opposition supporters at the government meeting at the same place, the government supporters did not interrupt the speakers.

Mr. D. W. Higgins, the temporary chairman, presented blue ruin in Kootenay, and threw cold water on the B. C. Inlet route, which, however, he had endorsed in the past.

Mr. E. C. Baker came in as Mr. Higgins was concluding his speech, and taking the chair, said he did so because he had promised Mr. Bodwell that he would do so. He did not see how Col. Prior could endorse a government which had signed a petition to the Dominion government asking for the decapitation of Lieutenant-Governor McInnes. Because he had been elected on several occasions to the Dominion House he would not do so. He would not do so.

Mr. McPhillips said he was not down for a speech, having to speak but 15 minutes. (Applause.) He contended that he and Mr. Helmecken had carried out the mandate of the people of Victoria in connection with the V. V. & E. railway. While favoring the development of British Columbia by railways, he could not endorse the present contract for the construction of the Canadian Northern railway.

The speaker devoted some time to Mr. Joseph Martin's connection with the government, and to the employment of Mr. Greenfield by the government. The Liberal "Drummound County Railway Steel" as it was called by the speaker, also came in for comment. In conclusion he contended, contrary to the proposal it was made by Mr. Bodwell, that it was the intention to build the V. V. & E. from the Coast to Kootenay.

Mr. C. H. Luginbill held that the contract signed by Mackenzie & Mann would not make Victoria the terminus of the Canadian Northern railway, but that the terminus would be on the mainland near Butte. However, it would connect with the Island railway, which it was proposed to extend to the northern end of the Island. Such an extension would open up a rich section of the province. As far as the Canadian Northern railway was concerned, he believed it would do more good to Vancouver than to Victoria. At any rate this city would never be made the terminus of their railway and steamship lines. He condemned the reputation by the Seattle government of the British Columbia railway company, and what he had done at Ottawa to further the interests of the V. V. & E. company. The speaker concluded by urging all to vote for Mr. Bodwell.

Mr. Bodwell received a warm reception from his supporters. He said he was ready and willing to accept any position he had advanced before, and the people of Victoria. The letter he had written to the government urging that the head tax on Chinese be taken off to allow of the importation of coolie labor, was written at the request of the British Pacific railway company. He found that the Chicago capitalists, who he was negotiating with, had not the backing they thought they had, but he could not be held responsible for this. The letter was written at the request of Mr. Hartney, and he never considered for a moment by the government, and the contract signed by Mackenzie & Mann, no provision was made for the protection of white labor. He had received very warm support from workmen, and he was much gratified at it. He contended that the V. V. & E. proposition was a bona fide one, and that the company never thought of taking over the country, in fact the ores being self fluxing and low grade they must be smelted on the ground. On the other hand the ores of Republic camp being refractory, have to be taken elsewhere to the smelter, and the proposition was to smelt the ores in British Columbia.

As to the Canadian Northern contract, the only conclusion that he could arrive at was that Col. Prior had been deceived by the government. There was nothing in the contract binding on Mackenzie & Mann. If their supporters did not like the country, they could cancel the contract forthwith, and at any rate the railway would never come to Victoria. Until the terminus had been decided upon no action should be taken in connection with the Canadian Northern railway. No business men would have considered the proposition with Mackenzie & Mann. Whether Colonel Prior was elected or not, the Canadian Northern would come to the coast, when the company had decided upon the route and were ready to build through British Columbia. He would advocate in the future, as in the past, that Victoria should be the one Pacific terminus of the Canadian Northern. Mr. Bodwell concluded with an eloquent peroration, and was presented with a beautiful bouquet of carnations by a fair-haired little girl, whom he designated as his "most ardent supporter in British Columbia."

Capt. Tatlow opened by again expressing his love for the city of Victoria, which he left 16 years ago to reside in Vancouver. He then went on to criticize the Martin government railway



LANOLINE
Toilet Preparations
For Health and Beauty
SKIN
Lanoline Toilet Soap
Wholesale Depot—67, HOLBORN VIADUCT, LONDON.



Stoddart's Jewelry Store
63 YATES STREET.
WATCHES, CLOCKS AND JEWELRY
at prime cost, to make room for fresh arrivals.



ORIENTAL BAZAAR.
80 DOUGLAS ST.
Japanese plants and LILY Bulbs just arrived.



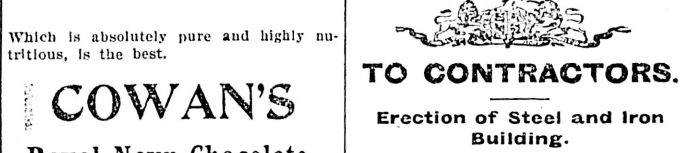
WIGS SWITCHES, CURLS, ETC.
Combs made up in any style. Theatrical and masquerade wigs to let. Country orders promptly attended to. Hair-dressing, shampooing, face massage, a large stock of hair and ornaments, also fringe nets, always on hand.



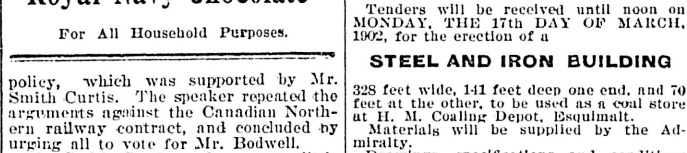
C. KOSCHE
65 Douglas St. near Fort.



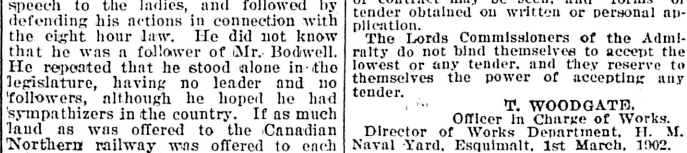
COWAN'S PERFECTION COCOA
Which is absolutely pure and highly nutritious, is the best.



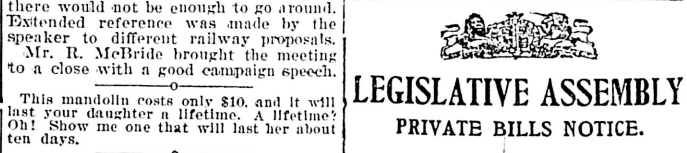
COWAN'S Royal Navy Chocolate
For All Household Purposes.



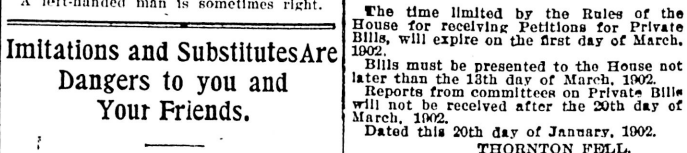
STEEL AND IRON BUILDING
325 feet wide, 141 feet deep one end, and 70 feet at the other, to be used as a coal store at H. M. Coal Dock, Esquimalt.



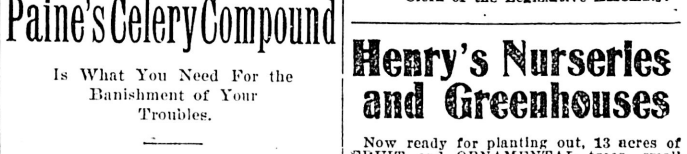
LEGISLATIVE ASSEMBLY
PRIVATE BILLS NOTICE.



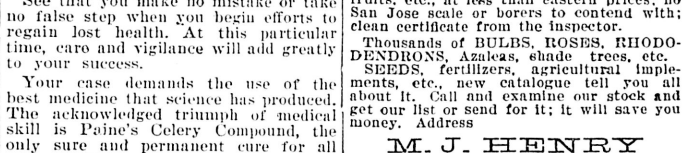
Paine's Celery Compound
Is What You Need For the Banishment of Your Troubles.



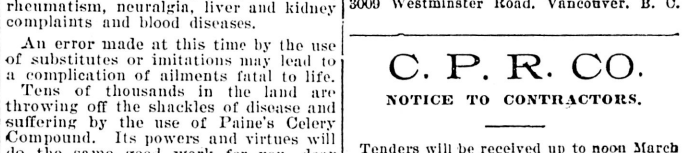
Henry's Nurseries and Greenhouses
Now ready for planting out, 13 acres of fruit, and 10 acres of vegetable ground.



C. P. R. CO.
NOTICE TO CONTRACTORS.



Player's Tobaccos
Cigarettes and Cigarette Tobaccos



Army and Navy Cigar Store
Turner, Beeton & Co.



Wholesale Agents for B. C. and from Winnipeg Wes

Java and Mocha.

COFFEE.

We are up to date, and run our Coffee Mill by electricity. You can have it ground while you wait.

MOWAT & WALLACE
GROCERS.

FOR SALE—MISCELLANEOUS.

FOR SALE—Sloop "Davendena," 104 tons register, strongly built and well equipped. Apply to Capt. J. Christensen, 9 Montreal street.

FOR SALE—42 acres, Saanich road, one-quarter mile from Prairie Tavern. Cottage, barn, stables, fencing, 8 acres cleared, 100 fruit trees. Price \$2400. 30 acres of above with improvements, \$1300. Apply to J. T. L. Meyer, 47 Langley street.

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CLASSIFIED ADVERTISEMENTS

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For Less Than 25c.

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FOR SALE—RESIDENCES.

\$3,800—Two full-sized lots with good house; very central, a bargain. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$4,750—Beautifully situated seven-roomed house, with three full-sized lots, stable, etc.; front and back entrance, situated on Fort Street. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$1,500—Six-roomed cottage, very central, with sewer connections, etc. Apply B. C. Land & Investment Agency, Ltd., 40 Government Street.

\$700—Very nice full sized lot on Humboldt St., near Park Road, facing south. Apply B. C. Land & Investment Agency, Limited, 40 Government St.

\$200 will purchase a nice lot in Victoria West, ready for building upon. Many lots at higher prices and in good locations. Apply B. C. Land & Investment Agency, Ltd., 40 Government Street.

\$850—Lot on Vancouver Street, near Richmond; must be sold to close an estate. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$2,500—Almost an acre of cleared ground in the center of the city (cheapest in the city). Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$600—Two lots in James Bay, 10 minutes from post office, \$500 each. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

FOR SALE—Beautiful building site, commanding view of the city (three lots), for \$1,000. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$1,200—Cottage, five rooms, bath, etc.; full-sized lot, facing south; terms. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$2,000 will purchase four houses, always rented; must be sold to close an estate. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$800—Corner lot and two 5-roomed cottages (\$800 each); will be sold on very easy terms. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$3,750—Handsome modern residence and large water lot, only 10 minutes from post office. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

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FOR SALE—REAL ESTATE.

EIGHT FULL-SIZED LOTS, well situated and very central. Must be sold at an early date. Any reasonable offers will be submitted. Apply B. C. Land & Investment Agency, 40 Government Street.

\$4,800—Full sized lot on Yates street, just above Douglas, a locality for doctor's office and residence. Apply B. C. Land & Investment Agency, 40 Government Street.

\$700—Very nice full sized lot on Humboldt St., near Park Road, facing south. Apply B. C. Land & Investment Agency, Limited, 40 Government St.

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\$1,200—Cottage, five rooms, bath, etc.; full-sized lot, facing south; terms. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

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\$800—Corner lot and two 5-roomed cottages (\$800 each); will be sold on very easy terms. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

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ELECTORS!

Which Will Be Your Choice?
A BUSINESS GOVERNMENT OR A LAWYERS' GOVERNMENT?

Compare the two

Dunsmeir Government. Lawyers' Government.

Jas. Dunsmeir, mine owner. Richard McBride, lawyer.

W. C. Wells, lumber merchant. H. D. Helmcken, lawyer.

J. D. Prentice, stockman. A. E. McPhillips, " "

D. M. Eberts, lawyer. Denny Murphy, " "

E. G. Prior, hardware merchant. E. V. Bodwell, " "

CHOOSE FOR YOURSELF.

\$1,000—Pretty cottage, corner lot, good garden and lot 5x120, in good condition. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$2,100—Modern cottage, six rooms, full-sized lot, good location. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$1,500—New six-roomed cottage, with four lots, out-buildings, etc.; a bargain. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$1,800—Five-roomed cottage, good brick foundation, with the full-sized lot, out-buildings; cheap. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$2,100—Seven-room modern dwelling, stable and out-buildings, on four lots, on Oak Bay. Apply B. C. Land & Investment Agency, Ltd., 40 Government Street.

\$1,300—EAST END—Cottage of six rooms, one acre; all cleared and planted with fruit trees; a bargain. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$2,500 will purchase four cottages, five rooms each, all rented, with an acre of ground. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$2,000—Six-roomed cottage, well situated, one acre of ground, stable, out-houses and orchard; a bargain. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$2,100—Seven-roomed modern dwelling, well situated, over two acres of land, large frontage on road and water. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$2,800—Esquimalt Road—Seven roomed modern cottage, electric light, one acre of ground, lawn and orchard. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$3,000—Six-roomed dwelling, two acres under cultivation, stable, orchard, lawn, etc.; a bargain. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$1,000—Full-sized lot and seven-roomed cottage, 10 minutes from post office; easy terms. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$5,500—Handsome residence, modern, with an acre of ground, on Rockland Avenue; grand view. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$4,750—Ten-roomed modern dwelling (very central); must be sold to close an estate. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$2,000—Full-sized lot, with two houses, in the heart of the city; a good speculation. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

\$1,000—Seven-room dwelling, with bath, etc.; good location, one minute's walk from tramcar and 12 minutes from post office; a bargain. Apply B. C. Land & Investment Agency, Limited, 40 Government Street.

FOR SALE—Two water-front lots, Head Street, for half value. W. K. R. P.O. Box 472.

SUBURBAN RESIDENCES.

SUBURBAN RESIDENCES—A nice choice. Call and see our list. B. C. Land & Investment Agency, Limited, 40 Government Street.

POTTERYWARE, ETC.

FLOWER POTS, SWEET PIPES, ETC

Money to Loan

On Improved Securities at
Lowest Current Rates.

PEMBERTON & SON, 45 Fort Street

THE WEATHER.

Meteorological Office,
Victoria, March 6.—8 p. m.

SYNOPSIS.

Since yesterday an important storm area has crossed California to Utah, accompanied by heavy rains and another barometric disturbance, with a centre of 29.10 inches, slowly crossing Northern British Columbia. The latter will cause high southerly winds on the coast, and continued mild and rainy weather throughout the entire Pacific slope. The weather is mild in Cariboo and still moderately cold in the Territories and Manitoba, the lowest temperature ranging from zero to 10 above.

TEMPERATURE.	Min.	Max.
Victoria	42	48
New Westminster	40	42
Kamloops	30	46
Barkerville	14	40
Calgary	2	16
Winnipeg	2	12
Portland, Ore.	40	48
San Francisco	44	54

FORECASTS.

For 24 hours from 5 a. m. (Pacific time), Friday:

Victoria and Vicinity: Moderate or fresh winds, chiefly easterly and with occasional rain. Lower Mainland: Light or moderate winds, chiefly easterly, unsettled and mild with rain.

VICTORIA DAILY RECORD.

Report for 24 hours ending 5 p. m. Observations taken daily at 5 a. m., noon and 5 p. m.

THURSDAY, MARCH 6.

5 a. m. 42 Mean 45

Noon 45 Highest 48

5 p. m. 47 Lowest 42

The velocity and direction of the wind were as follows:

5 a. m. 4 miles north.

Noon 45 miles southeast.

5 p. m. 8 miles southeast.

Average state of weather—Fair.

Rain—10 inch.

Barometer at noon—Observed, 29.396

Corrected, 29.421

NEW WESTMINSTER.

Barometer at 5 p. m.—Corrected, 29.52

Col. Prior is a Victorian, with all he owns at stake.

THE LABOR MEMBERS' OPINION OF BODWELL.

"I do not trust Bodwell."

"I have no confidence in Bodwell."

"I would never support Bodwell."

"J. H. Hawthorthwaite, M. P., P., to the Labor Party at Nanaimo, January 4, 1902."

"See Free Press, January 6, 1902."

"See Herald (Labor paper), January 7, 1902."

"To Canadians the following extraordinary meeting of the Seattle Chamber of Commerce will bring mingled amusement and astonishment, that any so-called business body of Americans in a city close to the border can be so utterly ignorant of Canadian and the Dominion that they can waste time in discussing the boundary line from all points of view, and then come to a resolution to purchase a portion of Canadian soil. The Seattle P.-I. reports the meeting as follows:

"While a majority of the members present at the meeting of the Chamber of Commerce yesterday seemed to be in favor of the United States ending the Alaskan boundary dispute by purchasing a strip of land bringing a part of the Northwest territory under United States jurisdiction, the action was postponed in deference to the opinions of several members, and the course recommended will be further investigated.

"It has been proposed by George McVillar Miller that this country purchase from the present owners all the territory lying between the following line: Beginning on the present boundary line at the head of Portland canal, thence to and following the 113 meridian of west longitude due north to the middle channel of the MacKenzie river; thence following the middle channel of the MacKenzie down the stream to the Arctic Ocean.

"Mr. Miller, who was present at the meeting yesterday, was invited to address the chamber on the boundary dispute. He said that the purchase of the strip outlined would eliminate the boundary line from all points of view, give it a definite and certain location, marked by natural waterways and high mountains. It would also shorten the boundary line fully one-fourth.

"Inasmuch as this proposed purchase has been largely explored and developed by United States citizens, who chiefly own its resources and consume its products, 75 per cent. of the population, it can be taken for granted," said Mr. Miller, "that such a purchase would be more than satisfactory to a large majority of its residents. The possession of such a strip would bring Dawson and the Yukon territory under the protection of this country.

"I do not care to discuss the boundary dispute, because that subject has been thrashed out very thoroughly. I merely wish to add that the purchase of this strip will solve the problem in a satisfactory manner. The land is worth, I think, to the United States than to its present owners, because it lies more convenient of access from the great centres of wealth and population in the United States than from those of any other nation."

"Several members of the chamber joined in the discussion of Mr. Miller's plan. Many advocated the idea; some thought the purchase of a strip of Canadian territory at this time by the United States rather premature, while a few believed that the present owners might come back at any country with a counter-proposition to purchase United States soil. The result of the argument was that a motion introduced by J. J. McGilvra, advocating the purchase of the strip outlined by Mr. Miller, was carried by a vote of 10 to 2.

"The committee on the committee on national affairs and the committee on Canadian relations, by them to be considered jointly. With this amendment the motion was carried by a unanimous vote."

TOO GREAT A RISK.

It is dangerous to neglect a simple case of itching piles as the trouble is likely to become chronic and develop into fatal incurable fistula or cancer of the rectum.

A single application of Dr. Chase's Ointment will quickly relieve the itching and burning sensation, and a few boxes will cure any case of piles. This standard ointment has probably relieved more suffering than any preparation you can mention.

HARRISON MINING.

Word was received here today from Harrison to the effect that prospectors near had found a valuable silver deposit, located somewhere in the angle of country between the railway and the river. The vein is said to be from five to six inches wide, and carrying 150 ounces of silver per ton.

At drugists.

The Five-Cent packet is enough for an ordinary occasion. The family bottle, 60c, contains a supply for a year.

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"It has been proposed by George McVillar Miller that this country purchase from the present owners all the territory lying between the following line: Beginning on the present boundary line at the head of Portland canal, thence to and following the 113 meridian of west longitude due north to the middle channel of the MacKenzie river; thence following the middle channel of the MacKenzie down the stream to the Arctic Ocean.

"Mr. Miller, who was present at the meeting yesterday, was invited to address the chamber on the boundary dispute. He said that the purchase of the strip outlined would eliminate the boundary line from all points of view, give it a definite and certain location, marked by natural waterways and high mountains. It would also shorten the boundary line fully one-fourth.

"Inasmuch as this proposed purchase has been largely explored and developed by United States citizens, who chiefly own its resources and consume its products, 75 per cent. of the population, it can be taken for granted," said Mr. Miller, "that such a purchase would be more than satisfactory to a large majority of its residents. The possession of such a strip would bring Dawson and the Yukon territory under the protection of this country.

"I do not care to discuss the boundary dispute, because that subject has been thrashed out very thoroughly. I merely wish to add that the purchase of this strip will solve the problem in a satisfactory manner. The land is worth, I think, to the United States than to its present owners, because it lies more convenient of access from the great centres of wealth and population in the United States than from those of any other nation."

"Several members of the chamber joined in the discussion of Mr. Miller's plan. Many advocated the idea; some thought the purchase of a strip of Canadian territory at this time by the United States rather premature, while a few believed that the present owners might come back at any country with a counter-proposition to purchase United States soil. The result of the argument was that a motion introduced by J. J. McGilvra, advocating the purchase of the strip outlined by Mr. Miller, was carried by a vote of 10 to 2.

"The committee on the committee on national affairs and the committee on Canadian relations, by them to be considered jointly. With this amendment the motion was carried by a unanimous vote."

TOO GREAT A RISK.

It is dangerous to neglect a simple case of itching piles as the trouble is likely to become chronic and develop into fatal incurable fistula or cancer of the rectum.

A single application of Dr. Chase's Ointment will quickly relieve the itching and burning sensation, and a few boxes will cure any case of piles. This standard ointment has probably relieved more suffering than any preparation you can mention.

HARRISON MINING.

Word was received here today from Harrison to the effect that prospectors near had found a valuable silver deposit, located somewhere in the angle of country between the railway and the river. The vein is said to be from five to six inches wide, and carrying 150 ounces of silver per ton.

At drugists.

The Five-Cent packet is enough for an ordinary occasion. The family bottle, 60c, contains a supply for a year.

THE LABOR MEMBERS' OPINION OF BODWELL.

"I do not trust Bodwell."

"I have no confidence in Bodwell."

"I would never support Bodwell."

"J. H. Hawthorthwaite, M. P., P., to the Labor Party at Nanaimo, January 4, 1902."

"See Free Press, January 6, 1902."

"See Herald (Labor paper), January 7, 1902."

"To Canadians the following extraordinary meeting of the Seattle Chamber of Commerce will bring mingled amusement and astonishment, that any so-called business body of Americans in a city close to the border can be so utterly ignorant of Canadian and the Dominion that they can waste time in discussing the boundary line from all points of view, and then come to a resolution to purchase a portion of Canadian soil. The Seattle P.-I. reports the meeting as follows:

"While a majority of the members present at the meeting of the Chamber of Commerce yesterday seemed to be in favor of the United States ending the Alaskan boundary dispute by purchasing a strip of land bringing a part of the Northwest territory under United States jurisdiction, the action was postponed in deference to the opinions of several members, and the course recommended will be further investigated.

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Boscowitz Brings Northern News

Indians Accused of Murder—
Body Reported Ashore
Near Tongas.

Sealing Schooner Alnoka Spoken
—Drowning Accident on
Skeena River.

Steamer Boscowitz, which returned yesterday morning from Naas and way ports, brought news that a lot of floating wreckage has been sighted off Stevens island, which lies about 55 north, near Dixon entrance. An examination made of this wreckage by a northern steamer, and from the character of the flotsam it evidently came from a large ship, but there were no marks upon any of it to identify the craft, which must have met disaster. Among the wreckage was a special constable in charge of Patrick Farwell and Lewis Robson, two Haida Indians, who have been committed for trial on the charge of murdering Neeve, a Japanese, at Metlakatla. Behind the story of the crime is a strange tale. Indian superstition, which shows the motive for the murder. Neeve, it seems, was an innocent victim. It was Henry Prevost, in whose house the Jap lived, that was to have been the victim.

The custom of the Haida is an eye for an eye—a life for a life. About a year ago Walter Jenkins, brother-in-law of one of the accused, committed suicide, and his father alleged that Prevost had given the suicide liquor to induce him before he took his life. Jenkins decided that Prevost must be killed to pay for the suicide's death, and now a relative of the Jenkins family is accused of the killing, the evidence against him and his fellow prisoner being circumstantial.

Neeve had taken Prevost's canoe—a new one, and was wearing Prevost's hat, when he left the ranch on a forest day of the tribe, and went shooting along the beach some distance from the village. Next day, on the beach, his body, with two wounds in it, was found, both of which were mortal, and neither could have been self-inflicted.

His rifle lay nearby with two shells exploded, and the canoe was beached about three yards away. Enquiry was made that four Indians had been absent from the village. Two proved an alibi, and Farwell and Robson were known to have been at the scene of the murder, and both admitted that much. Other circumstantial evidence was brought forward and the two men were sent down for trial. They will be sent to New Westminster to be held until the next assize.

From Port Essington, news was brought of a drowning accident as a result of which Theodore Lee, a well-known cannery employee of Inverness, and Joe Baker, Indian, were drowned.

Jacob Stewart, Indian, made his way ashore on the bottom of the canoe. The trio were bound through the slough to Inverness cannery on the night of February 12. The canoe upset, and but one managed to make his way ashore.

Before the steamer Boscowitz left port on February 23, that body was a life-preserver around it had been washed ashore near Tongas. The report was brought by Indians, and could not be verified. Tongas is in the vicinity of the scene of the Bristol tragedy. The Bristol was bound from Ladysmith to the Treadwell mines with a cargo of coal, and on the night of January 2 struck a reef between Green and Grey Islands, near Dixon entrance. Seven were drowned. Capt. Smith, mate, and the majority of the crew left the steamer in the boats, but Capt. McIntyre, Pilot Roberts, Chief Engineer Vivian, and four others, remained on board. Early next morning the steamer crept over and went down, and it was thought that those remaining went down with her.

The passengers who arrived by the Boscowitz included: Green, of Good Hope cannery; H. Wheeler, from Stella Simpson; Mr. Gwynne and party, miners, from Quatsino; Mr. Hildecock, Indian agent at Alert Bay, was brought down for treatment at the Jubilee hospital. He was accompanied by Mrs. Hildecock.

TAMAR AT TOWNSEND.

Was to Have Come From Callao to Royal Roads.

Reports brought by vessels arriving from sea indicate that during the past month the entire Pacific ocean has been the scene of one continued storm. The ship Tamar, which has arrived at Port Townsend, 37 days from Callao, reports that from the day of sailing until her arrival, the central gale was continuous. For two days and nights the Tamar ran under bare poles, and a portion of the time her rails were under water. She was bound for Royal Roads, B.C., but was towed to Townsend. The Norwegian steamship Florida, at Townsend, 25 days from Callao, reports continuous storm across the Pacific, and no vessel of any kind was sighted until Cape Flattery was reached.

MAIRINE NOTES.

The salvage sum of \$2,900 awarded to the steamer Amur for having picked up the steamer City of Seattle in Lynn canal was not awarded as a result of a judgment as stated yesterday. After two witnesses had been examined, the case was settled by the parties interested for that amount.

Sealing schooner Alnoka, of this port, was spoken all well by the steamer Umatilla on March 3, in lat. 45.33 N., long. 124.45 W.

The derelict of the Laura Pike is still off Nitinat, if she has not now gone ashore. A despatch from Carmanah received yesterday says that one of the Daykin boys has examined the wrecked vessel, which he says is full of lumber.

Indians have been out to her and cut the ribs to pieces.

Steamer Isis, of the Kosmos line, passed out on route to South America yesterday after loading bunker coal at Nanaimo.

Steamer Nell will sail for Naas and way ports on Saturday night.

MURDER OF NATIVES.

U. S. Soldiers to Be Tried For Cruelty in Philippines.

Manila, March 6.—A court-martial has been ordered to try Major Littleton, W. P. Allen and Lieut. H. A. Day of the Marine Corps, on March 17th next, on the charge of executing natives of the island of Samar without trial.

Some of the circumstances in the case were peculiarly atrocious. One native was tied to a tree and publicly shot in the thigh. The next day he was shot in the body, and the fourth day the native was killed.

Friends of the two officers attribute their actions to loss of mind due to their privations which they suffered on the island of Samar.

Palpitation of the heart, nervousness, tremblings, nervous headache, cold hands and feet, pain in the back, and other forms of weakness are relieved by Carter's Iron Pills, made specially for the blood, nerves and complexion.

Auction Sales

—BY THE—
CUTHBERT BROWNE
COMPANY, LTD.

This Day
at
11 a. m.
and
2 p. m.

We are favored with instructions to sell the slightest reserve, a very fine Eastern collection of

400

Works of Art

Comprising FINE COLORS, OIL PAINTINGS, ENGLISH ENGRAVINGS, PHOTOGRAPHY, and PRIMITIVES, by and after the following well known artists: E. Blair Leighton, John Constable, J. M. W. Turner, Frederick Leighton, R. A., W. H. Overend, King, T. S. Noble, James Hardy, Arthur T. M. Jones, Gilbert Wright, Hubert Schmitt, L. G. Hollman, G. Gastin, C. Gill Munchen, Arthur Elsie, R. C. Woodville, W. H. Margesson, A. Elger, W. St. J. Manners, Marcus Stone, F. W. Mielczewski, J. Arthur, Moore Martin Landseer, R. A., Rowel Veach, Chandler, Harry Arthur Palmer, A. G. de la Tour, and others. Also BERLIN PHOTOGRAPHS, LARGE AND SMALL, MEDALLIONS, 20 ARTIST POSTER PICTURES, the first sold in Victoria, Brass Photo Frames and Artistic Picture Frames without pictures. Every picture is colorized, a triple hunt scene, "With Strump and Cron," L. Berkery. Also BERLIN PHOTOGRAPHS, ARTIST POSTER PICTURES, the first sold in Victoria, Brass Photo Frames and Artistic Picture Frames without pictures. Every picture is colorized, a triple hunt scene, "With Strump and Cron," L. Berkery. Also BERLIN PHOTOGRAPHS, ARTIST POSTER PICTURES, the first sold in Victoria, Brass Photo Frames and Artistic Picture Frames without pictures. Every picture is colorized, a triple hunt scene, "With Strump and Cron," L. Berkery.

This sale will be conducted like our last the best kind, and on the system adopted by Christie, London.

Terms cash, Particulars Sunday. Catalogue Wednesday.

Telephone 682.

HERBERT CUTHBERT, Auctioneer.

FINANCIAL AND

COMMERCIAL

STOCK EXCHANGE QUOTATIONS.

(By R. C. Stock Exchange, Ltd.)

New York, March 6.—The following quotations ruled on the Produce Exchange today:

Open. High. Low. Close.

New York Wheat 82 1/2 82 3/4 82 1/2 82 1/2

Chicago Wheat 62 62 61 1/2 61 1/2

Liverpool Wheat 68 68 67 1/2 67 1/2

Car lots received today: Minneapolis, 12,000; St. Paul, 12,000; Duluth, 12,000.

New York, March 6.—The following quotations ruled on the Stock Exchange today:

Open. High. Low. Close.

Am. Sugar 127 1/2 128 1/2 127 1/2 127 1/2

C. M. & St. P. 163 1/2 164 1/2 163 1/2 163 1/2

People's Gas 99 1/2 100 1/2 99 1/2 99 1/2

Manhattan 131 1/2 132 1/2 131 1/2 131 1/2

White Star 41 1/2 42 1/2 41 1/2 41 1/2

Union Pacific 99 1/2 100 1/2 99 1/2 99 1/2

Atchafalpa 75 1/2 76 1/2 75 1/2 75 1/2

U. S. Steel 43 1/2 44 1/2 43 1/2 43 1/2

Mo. Pacific 64 1/2 65 1/2 64 1/2 64 1/2

Amal. Copper 97 1/2 98 1/2 97 1/2 97 1/2

Money loaning at 2 1/2 per cent.

MINING EXCHANGE QUOTATIONS.

(Furnished by A. W. More & Co., Ltd., 23 Broad Street.)

Toronto, March 6.—The following were the closing quotations on the Mining Exchange today:

Black Tail 13 1/2 13 1/2

Cariboo McKinney 26 1/2 26 1/2

Cariboo Hydraulic 11 1/2 11 1/2

Centre Star 43 43

Cariboo 5 5

California 3 3

Deer Trail 34 1/2 34 1/2

Deer Trail 34 1/2 34 1/2

Deer Trail 34 1/2 34 1/2

Deer Trail 34 1/2 34 1/2

Deer Trail 34 1/2 34 1/2

Deer Trail 34 1/2 34 1/2

Deer Trail 34 1/2 34 1/2

Deer Trail 34 1/2 34 1/2